



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

## **TRANSPORT & INFRASTRUCTURE COMMITTEE**

**Date: Wednesday, 15 March 2023**

**Democratic Services**

Edwina Adefehinti  
Interim Chief Officer Legal and Governance  
Monitoring Officer

**10:00 AM**

72 Market Street  
Ely  
Cambridgeshire  
CB7 4LS

**Huntingdonshire District Council  
Civic Suite Room A, Pathfinder House, St Mary's Street,  
Huntingdon, PE29 3TN**

### **AGENDA**

**Open to Public and Press**

#### **Part 1: Governance Items**

**1.1 Apologies for Absence**

**1.2 Declarations of Interest**

**1.3 Minutes - 18 January 2023**

**5 - 18**

<b>1.4</b>	<b>Forward Plan - 10 February 2023</b>	<b>19 - 60</b>
<b>1.5</b>	<b>Public Questions</b> Arrangements for asking a public question can be viewed here - <a href="http://cambridgeshirepeterborough-ca.gov.uk">Public Questions - Cambridgeshire &amp; Peterborough Combined Authority (cambridgeshirepeterborough-ca.gov.uk)</a> <b>Part 2: Delivery</b>	
<b>2.1</b>	<b>Local Transport and Connectivity Plan</b>	<b>61 - 224</b>
<b>2.2</b>	<b>Bus Strategy</b>	<b>225 - 484</b>
<b>2.3</b>	<b>Alternative Fuel Strategy</b>	<b>485 - 512</b>
<b>2.4</b>	<b>Active Travel Fund 4</b>	<b>513 - 630</b>
<b>2.5</b>	<b>Transforming Cities Fund</b>	<b>631 - 636</b>
<b>2.6</b>	<b>Peterborough Station Quarter</b>	<b>637 - 642</b>
<b>2.7</b>	<b>BP Roundabout Non-Motorised User Crossing</b>	<b>643 - 648</b>

#### **COVID-19**

The legal provision for virtual meetings no longer exists and meetings of the Combined Authority therefore take place physically and are open to the public. Public access to meetings is managed in accordance with current COVID-19 regulations and therefore if you wish to attend a meeting of the Combined Authority, please contact the Committee Clerk who will be able to advise you further.

The Transport & Infrastructure Committee comprises the following members:

*For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact*

Mayor Dr Nik Johnson

Councillor Ian Bovingdon

Councillor Marco Cereste

Councillor Peter McDonald

Councillor Chris Seaton

Councillor Neil Shailer

Councillor Katie Thornburrow

Councillor Sam Wakeford

Clerk Name:	Daniel Snowdon
Clerk Telephone:	01223 699177
Clerk Email:	Daniel.Snowdon@cambridgeshire.gov.uk



Cambridgeshire and Peterborough Combined Authority  
Transport and Infrastructure Committee: Minutes

Date: 18 January 2023  
Time: 10.00a.m. - 12.15 p.m.  
Present: Councillor A Smith (Deputy Mayor and Chair), Councillors Cereste, McDonald, Seaton, Shailer, Thornburrow and Wakeford

59. Apologies for Absence

Apologies were received from Mayor Dr Nik Johnson (Councillor Anna Smith substituting).

60. Declarations of interest

There were no declarations of interest.

61. Minutes – 16 November 2022

The minutes of the meeting on 16 November 2022 were approved as an accurate record and signed by the Deputy Mayor.

62. Combined Authority Forward Plan

In response to a member question it was confirmed that the Alternative Fuel Strategy had been incorporated with the Local Transport and Connectivity Plan (LTCP).

The Combined Authority Forward Plan was noted.

63. Public Questions

A question had been received from members of the public, as set out in Appendix A, together with the response from the Chair.

The Deputy Mayor invited Parish Councillor, Alan Marnes, Chair of Southoe and Middleoe Parish Council to address the Committee regarding the TING Demand Responsive Transport (DRT) service. Councillor Marnes expressed thanks to the Mayor and the CPCA for having the vision and energy to facilitate the TING service. The regular bus service for the villages of the parish had ceased over 10 years ago. Since the cancellation of the service the Parish Council had campaigned for public transport to be available universally and not just within urban conurbations.

Communities located on either side of the A1 had been disadvantaged for many years in terms of bus provision with no regular services other than to Sawtry.

Councillor Marnes, having attended the 30 November 2022 meeting of the CPCA Board, expressed concern at the apparent lack of understanding of what the TING service meant to residents living to the west of the A1 and how it functioned.

The original Stagecoach operation worked well and was supported by an app and telephone. Residents soon became accustomed to the service and realised that it was cheaper and easier to use the TING service than traditional buses and the service soon became full.

The Vectare operation had improved with time, following improvements to the app and the ability to book return journeys being incorporated within the offer. Vectare had communicated plans to trial zero emission buses, something that Councillor Marnes welcomed.

Councillor Marnes concluded by informing the Committee of his journey to the meeting by TING and how busy the service had been. Councillor Marnes welcomed the proposed Mayoral precept that would ensure that everyone in the Cambridgeshire and Peterborough area would have improved public transport.

#### 64. A1260 Junction 32 / 3 Full Business Case

The Committee received a report that recommended to the Combined Authority Board, approval of the full business case, the drawdown of funds and a delegation to enter into grant funding agreements with Peterborough City Council for improvements to the A1260 Junction 32/3.

The strategic importance of the junction in relation to the parkway network in Peterborough was emphasised by the presenting officer. It currently experienced significant peak time congestion that the scheme sought to alleviate. The active travel elements together with the biodiversity net gain were also highlighted to the Committee.

During discussion, individual Members:

- Commented that it although the scheme was at an advanced stage and had been developed prior to the election of the current Mayor, it was important to note that it was predominantly a road infrastructure scheme and, while welcome, the active travel element was relatively small element of the scheme. It was questioned how much would be spent on active travel to reduce congestion.
- Drew attention to the rationale for the increased costs contained within the report and sought greater clarity as to what was being gained from the additional expenditure. The presenting officer explained that within the Outline Business Case (OBC) there was no provision for active travel, environmental impact mitigations had been developed and there was also significant inflationary pressure.

- Acknowledged the need to transition to moving people around cities differently. However, junction 3 inadequately fed significant areas of population on to the A1. There was also significant planned growth in the area that would place additional strain on the junction and the scheme was necessary to ensure that area of the city functioned.
- Welcomed the 20% biodiversity net gain a questioned whether consideration had been given to how the local community would be engaged, citing Cambridge as an example where community engagement had brought about the success of schemes. The presenting officer confirmed that the comments and suggestion would be relayed to the project team to take forward.

It was resolved unanimously to:

- a) Recommend that the Combined Authority Board approve the Full Business Case in Appendix 1;
- b) Recommend to the Combined Authority Board to approve the drawdown of £5,850,000 from the subject to approval line in the MTFP to begin construction;
- c) Recommend to the Combined Authority Board to approve £3,441,880 from the Transforming Cities Fund programme also for construction of this scheme; and
- d) Recommend to the Combined Authority Board to delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into a Grant Funding Agreement with Peterborough City Council.

## 65. Fengate Access Study - Eastern Industries Access - Phase 1

The Committee received a report that sought the drawdown of funds by the Combined Authority Board and to recommend that a delegation be put in place by the Combined Authority Board for a grant funding agreement to be entered. The Committee noted that an additional £550,424 was provided by the Board to accelerate the active travel elements of the scheme.

During discussion, individual Members:

- Questioned how monitoring of the project would be undertaken by the Committee. Officers informed the Committee that ongoing monitoring of the project was being considered together with how that would be reported to the Committee.

It was resolved to:

- a) Note the completed Fengate Phase 1 Full Business Case;

- b) Recommend to the Combined Authority Board to approve the drawdown of £6,665,696 to construct the Fengate Access Study Improvement Schemes; and
- c) Recommend that the Combined Authority delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Peterborough City Council.

## 66. March Area Transport Study (MATS)

The Committee received a report that sought the Committee's recommendation to the Combined Authority Board for the drawdown of funds for the construction of MATS Broad Street, the drawdown of funds for the Full Business Case and a delegation for grant funding agreements to be entered. ....

During discussion, individual Members:

- Thanked officers for the thorough work on the briefing provided.
- Emphasised the importance of rail connectivity for the area. The Wisbech to March railway was an intricate part of the future, however, the upgrades required at Ely junction hampered the progress of possible improvements.
- Welcomed the significant funding provided by the CPCA for Fenland areas such as March.

The Chair proposed with the unanimous agreement of the Committee of a minor procedural amendment to recommendation d) which should have been made to the Combined Authority Board.

It was resolved to:

- a) Note completion of the MATS Full Business Case 1 (FBC1);
- b) Recommend to the Combined Authority Board to approve the drawdown of £4,149,825 for the construction of MATS Broad Street;
- c) Recommend to the Combined Authority Board to approve the drawdown of £300,000 for the completion of the FBC 2; and
- d) **Recommend the Combined Authority Board** delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Cambridgeshire County Council.

## 68. Local Transport and Connectivity Plan

The Committee received a report that provided an update on the Local Transport and Connectivity Plan (LTCP) in relation to Department for Transport (DfT) guidance and



progress to date. The report also included the draft Digital Policy for Cambridgeshire and Peterborough.

The Committee received a question from the Overview and Scrutiny Committee, the response to which is appended to these minutes.

During discussion, individual Members:

- Noted with interest the results of the consultation and the differing opinions of different areas. Buses and rail were of particular concern to residents in Fenland and East Cambridgeshire. Commenting further, it was important to remember that people made significant life decisions based on the transport network and therefore it was important to retain focus on rail transport and the improvements that could be made, highlighting Soham station and the significant benefit it has been to the area. The presenting officer in response, emphasised the importance of achieving integration between bus and rail in order that timetabling was such that it prevented passengers waiting for long periods for a bus to arrive after arriving by train.
- Questioned whether recently released data from the Office of National Statistics (ONS) was being considered and shape decision making. The presenting officer confirmed that data would be incorporated.
- Highlighted and welcomed the digital aspects that linked connectivity with transport and questioned whether the CPCA would support some of the initiatives of International Women's Day around social exclusion, mental health, and transport. The presenting officer confirmed that would be addressed with the Communications Team. The CPCA was actively engaged with its peers regarding such issues and undertook to share this work with members.
- Noted that the latest guidance from the Department of Transport (DfT) had not yet been issued. Officers were confident that the LTCP would be compliant with the guidance when it was eventually issued. However, until it was released there was a risk to the CPCA. The guidance should have been released in autumn 2022 and the importance of it had been communicated to the DfT. A mapping exercise would be undertaken to ensure that the priorities of the LTCP reflected the guidance as funding bids could be affected.
- Noted the progress relating to the work to reduce traffic flows by 15% and the planned reporting of that work.
- Drew attention to the summary of responses to the consultation, in particular the need to for the LTCP to provide more clarity on how its goals and ambitions were to be realised in practice. Members noted that the implementation plan would be presented to the Committee.
- Commented that park and ride sites should be renamed 'transport hubs' and train stations be renamed 'major transport hubs' in order that their importance in achieving modal shift and transport integration be fully realised during the planning and development of sites.

It was resolved to:

- a) Take note on the progress toward the Local Transport and Connectivity Plan including the delay in the overarching programme for the finalisation of the strategy document;
- b) Take note and comment on the Draft Digital Policy document; and
- c) Recommend to the Combined Authority Board to approve the drawdown of £100,000 of STA funding, and the application of a £178.5k ringfenced grant received from DfT, to undertake the next stages of the LTCP. .

## 67. Transport Modelling for Cambridgeshire and Peterborough

The Committee received a report that sought approval of the full business case for the Local Transport Model and a recommendation to the Combined Authority Board for the drawdown of funds outlined in the Medium-Term Financial Plan (MTFP).

The Committee last considered Transport Modelling at its meeting in July 2022 and the Committee was provided an update on the work to date. Contractors had been appointed that would provide a full specification and the financial estimates provided were at the higher end of what was to be expected.

During discussion, individual Members:

- Welcomed the report and emphasised the importance of a robust and up to date model for the post COVID-19 pandemic environment.
- Noted that recently released Office for National Statistics (ONS) data would be tested to ensure its robustness prior to its incorporation within the model. The data would be qualified with growth data provided by Cambridgeshire County Council as it had been historically more accurate. Commuting data collected by the ONS was during the height of the COVID-19 pandemic and would be treated as supplementary information to make best use.
- Noted that the model would cover all CPCA areas. The model would also include data from trains and buses. Active travel data would also be included and incorporate schemes such as the Voi, e-scooters in Cambridge. Direction was required from the Department for Transport relating to the classification of such vehicles. However, necessary flexibility was being built into the IT system to allow for such changes.

It was resolved to:

- a) Note progress on the delivery of the Transport Model Project.

- b) Recommend the Combined Authority Board agree the full business case for the Transport Model including the timeline and future arrangements for the delivery of the Model.
- c) Recommend to the Combined Authority Board to approve the drawdown of £1.721m allocated within the Medium-Term Financial Plan for the delivery of the model.

## 69. Authorisation of Expenditure on ZEBRA Zero Emissions Buses Project

The Committee received a report that sought endorsement for the Combined Authority Board to approve capital expenditure of funds allocated to the approved ZEBRA Business Case. Members noted that it was anticipated that the fleet would be fully operational by the end of 2023.

During discussion, individual Members:

- Welcomed the report and the proposals within it. Commenting further, it was noted that piloting the scheme in an urban area was sensible. However, it was requested that consideration be given to other areas of the CPCA when routes were expanded. The presenting officer advised that it was likely that a Zebra round 2 would come forward in the future and areas beyond greater Cambridge would be considered at that point.
- Drew attention to the necessary infrastructure required for the successful implementation of zero emission buses and questioned what plans were in place to meet the need. The presenting officer advised that the bus depot was fully equipped and ready for use. There was a need to review depots across the region to ensure they had the necessary infrastructure in place.

It was resolved to:

Recommend to the Combined Authority Board to approve capital expenditure of £2,994,000 of funds allocated to the approved ZEBRA Business Case

## 70. Bus Update, including Framework

The Committee received a report that provided an outline of work necessary to develop an appropriate bus strategy for the region. The strategy would be strongly aligned to the vision, aims and objectives of the Local Transport and Connectivity Plan (LTCP). The report also outlined the process regarding the development, consultation and implementation of a Local Bus Service Assessment Framework (LBSAF) with a standard series of questions that would assess the need for bus services on a consistent and rational basis that would allow the provision of a logical bus network within the available budget for service support.

The Committee received several questions from the Overview and Scrutiny Committee, the responses to which are appended to these minutes.

During discussion, individual Members:

- Welcomed the focus on the 6 routes detailed at paragraph 2.10- of the report and suggested that future tendering that covered more than just one year would provide greater assurance that there was a medium-term plan. The presenting officer advised that although there were no procurement reasons why a longer contract could be provided, there was considerable uncertainty regarding funding.
  
- Requested that education transport and rural isolation be given consideration. Members noted that discussions between Cambridgeshire County Council and Peterborough City Council were taking place regarding education transport. The CPCA would continue to lobby the Government and the improvement plan would be presented to Committee in due course.
  
- Highlighted the dial-a-ride service that operated within Cambridge and South Cambridgeshire that was at capacity together with the late-night bus services that would need to be included within the strategy.
  
- Suggested the role of bus champion be developed to encourage people to switch from cars to buses and provide information and guidance to the public.
  
- Drew attention to the inadequate bus services in the Fenland area. In particular, following renovation to March and Manea train stations, connectivity with buses remained an issue. For rural areas cars remained essential. It was therefore important that sight of such issues facing rural areas was not lost.
  
- Commented that government funding was some of the lowest in the country (per head of population) and more funding was required.
  
- Noted that the Demand Responsive Transport (DRT) element was a key component and questioned the plan for its normalisation.
  
- Noted the ongoing work on future planning for the phasing out of the sale of combustion engine powered cars that formed part of the LTCP.

The Chair proposed, with the unanimous agreement of the Committee for recommendations b), c) and e) to be amended and for an additional recommendation f) be created. The amended recommendations are set out below (additions in bold, deletions struck through).

It was resolved to:

- a) Note the outline programmes for the continued development of the Bus Strategy, the review of the Bus Franchising business case, and refreshed Bus Service Improvement Plan programme and the additional resources being used to accelerate this work;

- b) Recommend to the Combined Authority Board to approve the procurement and retendering of the services provided by the 6 contracts as listed at 2.10 of this report. To also approve the budget for these services. ~~and to delegate authority to the interim Head of Transport to enter into contracts with successful bidders.~~
- c) Recommend to the Combined Authority Board to approve the extension of the current 23 contracts with providers for a period of 12 months subject to budget approval for these services. ~~To also delegate authority to the interim Head of Transport to enter into contracts to extend the period as stated.~~ These contracts will be reviewed as part of a full review of services;
- d) Feedback on the development of the Local Bus Service Assessment Framework; and
- e) Recommend to the Combined Authority Board to approve the reappointment of the current suppliers for the provision of the ENTCS (English National Concessionary Travel Scheme). In addition to approve the budget for this service. ~~To also, delegate authority to the Interim Head of Transport to enter into contracts with the suppliers.~~
- f) **To delegate authority to the Interim Head of Transport to enter into contracts with successful bidders as at recommendation b), to enter into contracts to extend the period as stated at recommendation c) and to enter into contracts with the suppliers as at recommendation e).**

### Date of next meeting

It was resolved to note the date of the next Transport and Infrastructure Committee would be 15 March 2023.

Chair

## Cambridgeshire and Peterborough Combined Authority – Public Questions

No.	Question from:	Question to:	Accepted / Rejected & Reason	Question
1.	Mr Anthony Carpen	Deputy Mayor Anna Smith	Accepted	<p>Re item 2.3 Appendix 2 "You said, we did", and the solar panel installation at the Babraham Road Cambridge Park and Ride site, the table makes clear that steps need to be taken to facilitate the use of electric vehicles as part of the CPCA area's commitment towards zero carbon. The BRE (Building Research Establishment) published guidance in 2016 (<a href="https://www.bre.co.uk/filelibrary/nsc/Documents%20Library/BRE/89087-BRE_solar-carpark-guide-v2_bre114153_lowres.pdf">https://www.bre.co.uk/filelibrary/nsc/Documents%20Library/BRE/89087-BRE_solar-carpark-guide-v2_bre114153_lowres.pdf</a>) on 'solar car parks - a guide for developers and owners'. Please could you confirm that officers are aware of this publication (and any subsequent newer versions), and make contact with the leading supermarkets and car park-owning land owners to ask what steps they will take to get solar panels installed over their car parks as Cambridgeshire County Council is demonstrating can be done? Please could you also ask the Business Board to consider how it can use their business networks to make a start/significant progress on this and for solar panels on large warehouses they might own/lease. Thank you</p>
	<b>Response from:</b>	<b>Response to:</b>		<b>Response:</b>
	Deputy Mayor Anna Smith	Mr Anthony Carpen		<p>Previously, the Mayor has explored the use of his designated powers to ensure key filling stations across the region provides electric recharge. In addition, following the previous approval of the Alternative Fuelled Vehicle Strategy (a daughter document to the LTCP) the Combined Authority are currently working on the Electric Vehicle Implementation Plan. This work will provide consider the BRE guidance and the Plan will be provided to the Business Board and the TIC to comment on. As part of the engagement with the Business Board, officers will actively encourage businesses to commence work on the planning and implementation of the solar car parks.</p>

## Question from O&amp;S Lead Member for Transport Committee

Item	Question	Response
<b>Local Transport and Connectivity Plan</b>	P641 - What are the interdependencies of the LTCP and the GCP's Making Connections proposals, in terms of both content and timing?	<p>The GCP's City Access consultation closed late December and the Partnership are currently in the process of reviewing the responses. In the meantime, the Combined Authority continue to progress the LTCP with a May/June sign off envisaged.</p> <p>The LTCP sets the strategic objective for the region and therefore the Making Connections work has and will need to demonstrate a clear thread with the strategic document and direction.</p>
<b>Buses</b>	P1304 - The dates in 2.11 are confusing. If the review goes to Committee in autumn 2023 how can it allow for the revised network to be in place for April 2023?	The BSIP is going to TIC and Board in May and June for sign off. The Framework will be tabled for discussion at the September TIC meeting and finalised by the end of the calendar year – allowing for a revised network to be in place (following the budget decision) in April 2024.
	P1306 - How will the Authority expect community support to be evidenced?	Further work is required on Framework, and this will be progressed over the course of the next financial year. Community support will be obtained through surveys of public and further information will be provided to Members as the Framework is progressed to allow for its to be reviewed and challenged.
	P1306 - Does the work of the GCP form part of this golden thread (2.20)? How will public transport decision making be better integrated, given the number of bodies and overlapping remits involved?	A Bus Operator Forum has been established to allow for common issues to be discussed with operators. GCP, constituent Councils and the Combined Authority have regular meetings to ensure integration between the workstream to reduce duplication and maximise alignment.
	P1306-7 Why is the renewal of this tender coming to Committee so late? If it had been	The timing of the renewals could not be sought ahead of the budget (MTFP) discussion with Board. In

	brought to Committee earlier might there have been more options, and potentially a better deal?	addition, the TIC and Board have previously agreed to the extension of the 23 contracts (18, plus 5 partial) – previously run by Stagecoach and the 6 localised services until the end of March.
	P1311 - On what basis has the strategic core network been derived?	The strategic core network has been derived following assessment of the bus provision, looking at key destinations, flows and communities. This work will be re-assessed through the framework to ensure it remains fit-for-purpose; the results of which will be socialised with Members in due course to ensure there is a common level of understanding and changes can be made if required.
	P1313 - Do these population figures include under-16s? What priority is given to the public transport needs of young people, for whom the private car is not an option and who may therefore be denied e.g. their education of choice on purely transport grounds?	<p>Access to public transport is key for young people. For a long time, public transport, and particularly buses, has come at or near the top of young people's concerns; these focus on three main transport issues: cost, access, and safety.</p> <p>Nationally, young people have been making more of their journeys by bus and use buses much more than any other age group (15% of their journeys are by bus compared to 7% for all ages). They often depend on buses for access to education, training, and jobs.</p> <p>Transport problems frequently prevent young people from accessing employment. Low skilled jobs are increasingly located out of city centres where they are more difficult to reach by public transport and may involve shift or weekend work when buses are less frequent or may not run at all.</p> <p>With education it is the cost rather than the availability of transport that is likely to present most problems for young people. The majority of students travel to college by bus.</p>



		<p>Therefore, the LTCP and its associated daughter documents will reflect the needs of our younger people. As the Framework is further developed, access to education, employment and training especially for our young people will be a key consideration.</p>
--	--	---





**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

# Cambridgeshire and Peterborough Combined Authority Forward Plan of Executive Decisions

Published 10 February 2023

**The Forward Plan is an indication of future decisions. It is subject to continual review and may be changed in line with any revisions to the priorities and plans of the CPCA. It is re-published on a monthly basis to reflect such changes.**

## Purpose

The Forward Plan sets out all of the decisions to be taken by the Combined Authority Board, Executive Committees or by way of a Mayoral Decision Notice in the coming months. This makes sure that local residents and organisations know what decisions are due to be taken and when.

The Forward Plan is a live document which is updated regularly and published on the [Combined Authority website](#) (click the Forward Plan' button to view). At least 28 clear days' notice will be given of any key decisions to be taken.

## What is a key decision?

A key decision is one which, in the view of the Overview and Scrutiny Committee, is likely to:

- i. result in the Combined Authority spending or saving a significant amount, compared with the budget for the service or function the decision relates to (usually £500,000 or more); or
- ii. have a significant effect on communities living or working in an area made up of two or more wards or electoral divisions in the area.

## Non-key decisions and update reports

For transparency, the Forward Plan also includes all non-key decisions and update reports to be considered by the Combined Authority Board and Executive Committees.

## Access to reports

A report will be available to view online one week before a decision is taken. You are entitled to view any documents listed on the Forward Plan after publication, or obtain extracts from any documents listed, subject to any restrictions on disclosure. There is no charge for viewing the documents, although charges may be made for photocopying or postage. Documents listed on this notice can be requested from [Democratic Services](#).

The Forward Plan will state if any reports or appendices are likely to be exempt from publication or confidential and may be discussed in private. If you want to make representations that a decision which it is proposed will be taken in private should instead be taken in public please contact [Edwina Adefehinti, Interim Chief Officer Legal and Governance, Monitoring Officer](#) at least five working days before the decision is due to be made.

Substantive changes to the previous month's Forward Plan are indicated in **bold text** for ease of reference.

## Notice of decisions

Notice of the Combined Authority Board's decisions and Executive Committee decisions will be published online within three days of a public meeting taking place.

## Standing items at Executive Committee meetings

The following reports are standing items and will be considered by at each meeting of the relevant committee. The most recently published Forward Plan will also be included on the agenda for each Executive Committee meeting:

### Housing and Communities Committee

1. Affordable Housing Programme Loans Update
2. Affordable Housing Programme – Update on Implementation

### Skills Committee

1. Budget and Performance Report
2. Employment and Skills Board Update

### Transport and Infrastructure Committee

1. Performance and Finance Report

## Skills Committee 6 March 2023

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
1.	Careers Hub Academic Year 2023/24	Skills Committee	6 March 2023	Decision	To inform and update the Skills Committee on the anticipated funding for the Careers Hub for the academic year 2023/24 and upcoming priorities.	Relevant internal and external stakeholders, including the Business Board	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
2.	Growth Works Performance Review	Skills Committee	6 March 2023	Decision	To receive an update on the Growth Works Programme delivery performance data for Quarter 8 (1 <sup>st</sup> October to 31 <sup>st</sup> December 2022), and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders, including the Business Board	Steve Clarke Interim Associate Director Business	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
3.	Employment and Skills Strategy Progress Update	Skills Committee	6 March 2023	Decision	To provide a biannual update on progress made on the Employment and Skills strategy.	Relevant internal and external stakeholders, including the Business Board	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	Relevant internal and external stakeholders, including the Business Board
4.	Skills Grant Funding allocations and policy changes for 2023-24	Skills Committee	6 March 2023	Decision	To consider proposals to make grant funding allocations for the 2023/24 academic year for Adult Education Budget, Free Courses For Jobs and Skills Bootcamps and for the 2023/24 and 2024/25 financial year for Multiply, and make recommendations	Relevant internal and external stakeholders, including the Business Board	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	Relevant internal and external stakeholders, including the Business Board

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					to the Combined Authority Board.				
5.	Shared Prosperity Fund Implementation Plan	Skills Committee	6 March 2023	Decision	To consider the final draft of the Shared Prosperity Fund Implementation Plan, and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders, including the Business Board	Steve Clarke Interim Associate Director Business	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

### Housing and Communities Committee – 13 March 2023

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
6.	Community Led Housing Support	Housing and Communities Committee	13 March 2023	Decision	To consider a proposal to renew an	Relevant internal and	Roger Thompson	Councillor Bridget Smith	It is not anticipated that there



	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	<b>New item</b>				arrangement that provides a support service to community led housing groups.	external stakeholders	Director of Housing and Development	Chair of the Housing and Communities Committee	will be any documents other than the report and relevant appendices to be published
7.	Sustainable Land Use Advice Fund Full Business Case  <b>New item</b>	Housing and Communities Committee	13 March 2023	Decision	To seek approval and release of funds for the full business case for the Sustainable Land Use Advice Fund (shown in the Medium Term Financial Plan as the Rewilding Advice Fund).	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Councillor Bridget Smith Chair of the Housing and Communities Committee	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

## Transport and Infrastructure Committee 15 March 2023

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
8.	Local Transport and Connectivity Plan	Transport and Infrastructure Committee	15 March 2023	Decision	To consider the draft of the Local Transport and Connectivity Plan.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
9.	Active Travel Fund 4  <b>New item</b>	Transport and Infrastructure Committee	15 March 2023	Decision	To consider proposals for the drawdown of Active Travel Fund 4 funding, subject to Active Travel England approving the bid, and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
10.	Peterborough Station Quarter  <b>New item</b>	Transport and Infrastructure Committee	15 March 2023	Decision	To consider proposals for the release of funding for the Peterborough Station Quarter Project, subject to Department for Transport approval of the business case, and proposals to enter into a Grant Funding Agreement with Peterborough City Council, and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices
11.	Lancaster Way Non-Motorised User Crossing  <b>New item</b>	Transport and Infrastructure Committee	15 March 2023	Decision	To consider proposals to drawdown subject to approval funding	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					to carry out a study at the Lancaster Way roundabout, and make recommendations to the Combined Authority Board.		Interim Head of Transport		other than the report and relevant appendices
12.	Alternative Fuel Strategy and Digital Policy  <b>New item</b>	Transport and Infrastructure Committee	15 March 2023	Decision	To consider the proposed Alternative Fuel Strategy and Digital Policy and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices
13.	Bus Strategy Update  <b>New item</b>	Transport and Infrastructure Committee	15 March 2023	Decision	To receive an update on the draft Bus Strategy <b>and recommend to the Combined Authority Board</b>	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					<b>to approve the final Bus Strategy.</b>		Interim Head of Transport		and relevant appendices

## Combined Authority Board - 22 March 2023

### Governance items

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
14.	Minutes of the meetings on 25 January 2023 and the Extraordinary meeting of the Combined Authority Board on 9 February	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To approve the minutes of the previous meetings and review the action log.	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Councillor Edna Murphy Lead Member for Governance	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	2023 and Action Log								
15.	Combined Authority Membership Update March 2023  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To note or ratify changes to Combined Authority committee membership notified by constituent councils.	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Councillor Edna Murphy Lead Member for Governance	It is not anticipated that there will be any documents other than the report and relevant appendices.
16.	Forward Plan March 2022	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Councillor Edna Murphy Lead Member for Governance	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
17.	Senior Appointment  [Contains exempt appendix]  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To approve the appointment of the preferred candidate for a senior appointment.	Relevant internal and external stakeholders, including the Employment Committee	Mark Parkinson Interim Director Corporate Resources	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
18.	Appointment of two Directors for Angle Holdings Ltd and one Director for Angle Developments (East) Ltd subsidiary companies  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To approve the appointment of two new directors for Angle Holdings Ltd and one new director for Angle Developments (East) Ltd.	Relevant internal and external stakeholders	Mark Parkinson Interim Director Corporate Resources	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
19.	Budget Monitor Report March 2023	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Key Decision 2023/005	To receive an update on the revenue and capital budgets for the year to date and approve related decisions.	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
20.	Treasury Management Strategies 2023/24	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To review and approve the Combined Authority's draft Capital, Treasury and Investment Strategies and Minimum Revenue Provision (MRP) Statement for 2023/24.	Relevant internal and external stakeholders including the Audit and Governance Committee	Jon Alsop Section 73 Chief Finance Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.



	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
21.	Combined Authority Monthly Highlights Report March 2023	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To provide a monthly highlight report on Combined Authority business.	Relevant internal and external stakeholders	Gordon Mitchell Interim Chief Executive	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
22.	Improvement Plan Update	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To receive an update on progress against the agreed Improvement Plan.	Relevant internal and external stakeholders	Angela Probert Interim Programme Director: Transformation	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
23.	Review of the Constitution	Cambridgeshire and Peterborough	22 March 2023	Decision	To present to the Board the sections of the Constitution that	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal	Councillor Edna Murphy	It is not anticipated that there will be any

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	<b>Deferred from January</b>	Combined Authority Board			have been reviewed and proposed amendments.	including the Audit and Governance Committee	and Governance, Monitoring Officer	Lead Member for Governance	documents other than the report and relevant appendices.
24.	Combined Authority Governance Arrangements  <b>Deferred from January</b>	Cambridgeshire and Peterborough Combined Authority Board	25 January 2023	Decision	To set out proposals and changes to governance arrangements in line with Improvement Plan requirements and in response to the Review of Governance.	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Councillor Edna Murphy Lead Member for Governance	It is not anticipated that there will be any documents other than the report and relevant appendices.
25.	Outcome of Business Board Review  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To consider and approve the recommendations from the CPCA Business Board Review.	Relevant internal and external stakeholders, including the	Steve Clarke Interim Associate Director Business	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
						Business Board			the report and relevant appendices to be published.

## Combined Authority Decisions

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
26.	Climate Action Plan Annual Report	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Key Decision 2022/081	To receive an annual progress report on the Climate Action Plan 2022-2025 and to approve updated actions.	Relevant internal and external stakeholders	Steve Cox Associate Director	Councillor Bridget Smith Lead Member for the Environment and Climate Change	It is not anticipated that there will be any documents other than the report and

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
									relevant appendices.
27.	Oxford to Cambridge Partnership  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To approve CPCA Member representation on the Oxford to Cambridge Partnership.	Relevant internal and external stakeholders	Steve Cox Associate Director	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
28.	Property Acquisition for Peterborough Bus Depot  [May contain confidential appendices]  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Key Decision 2023/001	To authorise the acquisition of a property asset in Peterborough to serve as a depot for electric buses.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
29.	Market Towns Programme: Supporting Community-Owned Businesses and Social Enterprises in Rural Hinterlands – Full Business Case	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Key Decision 2022/050	To approve the full business case for the proposed 'Market Towns Programme – Supporting Community-Owned Businesses & Social Enterprises in Rural Hinterlands' programme.	Relevant internal and external stakeholders	Steve Clarke Interim Associate Director Business	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
30.	Market Towns Programme – Approval of Recommended Projects (Funding Call 10)	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Key Decision 2022/081	To approve recommended project proposals against remaining funding budget under the Market Towns Programme (Funding Call 10).	Relevant internal and external stakeholders, including the Business Board	Steve Clarke Interim Associate Director Business	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

## Recommendations from the Transport and Infrastructure Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
31.	Active Travel Fund 4  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Key Decision 2023/002	To consider proposals for the drawdown of Active Travel Fund 4 funding, subject to Active Travel England approving the bid.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
32.	Peterborough Station Quarter  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Key Decision 2023/003	To approve the release of funding for the Peterborough Station Quarter Project, subject to Department for Transport approval of the business case, and proposals to enter into a Grant Funding	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					Agreement with Peterborough City Council.				
33.	Lancaster Way Non-Motorised User Crossing  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To consider proposals to drawdown subject to approval funding to carry out a study at the Lancaster Way roundabout.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices
34.	Alternative Fuel Strategy and Digital Policy  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To consider the proposed Alternative Fuel Strategy and Digital Policy.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
35.	Bus Strategy 2023  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Key Decision 2023/006	To receive an update on the draft Bus Strategy and approve the final Bus Strategy.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices

### Recommendations from the Skills Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
36.	Skills Grant Funding allocations and policy changes for 2023-24	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Key Decision 2022/076	To approve grant funding allocations for the 2023/24 academic year for Adult Education	Relevant internal and external stakeholders, including the Business Board	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	Relevant internal and external stakeholders, including the Business Board



	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					Budget, Free Courses For Jobs and Skills Bootcamps and for the 2023/24 and 2024/25 financial year for Multiply.				
37.	Growth Works Performance Review	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To receive an update on the Growth Works Programme delivery performance data for Quarter 8 (1 <sup>st</sup> October to 31 <sup>st</sup> December 2022).	Relevant internal and external stakeholders, including the Business Board	Steve Clarke Interim Associate Director Business	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
38.	Shared Prosperity Fund Implementation Plan	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To approve the final draft of the Shared Prosperity Fund Implementation Plan <b>and</b>	Relevant internal and external stakeholders, including the Business Board.	Steve Clarke Interim Associate Director Business	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					<b>mobilisation of its delivery.</b>				and relevant appendices to be published.

### Recommendations from the Housing and Communities Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
39.	Sustainable Land Use Advice Fund Full Business Case  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	22 March 2022	Decision	To seek approval and release of funds for the full business case for the Sustainable Land Use Advice Fund (shown in the Medium Term Financial Plan as the Rewilding Advice Fund).	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Councillor Bridget Smith Chair of the Housing and Communities Committee	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

## Recommendations from the Business Board

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
40.	Profile of Investments	Cambridgeshire and Peterborough Combined Authority Board	22 March 2022	Decision	To note the profile of investments made by the Business Board.	Relevant internal and external stakeholders	Steve Clarke Interim Associate Director Business	Alex Plant Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
41.	Economic Growth Strategy Implementation Plan	Cambridgeshire and Peterborough Combined Authority Board	22 March 2023	Decision	To approve the draft Economic Growth Strategy Implementation Plan.	Relevant internal and external stakeholders, including the Business Board.	Steve Clarke Interim Associate Director Business	Alex Plant Chair of the Business Board	It is not anticipated that there will be any documents other than the report and

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
									relevant appendices to be published.

## Transport and Infrastructure Committee – May 2023 - Date TBC

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
42.	Local Transport and Connectivity Plan	Transport and Infrastructure Committee	Date tbc	Decision	To provide feedback on the draft Local Transport and Connectivity Plan and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	To approve the Local Transport and Connectivity Plan.
43.	Bus Service Improvement Plan	Transport and Infrastructure Committee	Date tbc	Decision	To provide feedback on the draft Bus Service Improvement Plan (BSIP) and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

## Skills Committee – 5 June 2023

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
44.	Skills Contract Awards to Independent Training Providers for the 2023/24 academic year  <b>New item</b>	Skills Committee	5 June 2023	Decision	To consider proposals for contract awards to Independent Training Providers for the 2023/24 academic year from the Adult Education Budget, Free Courses for Jobs and Multiply, and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders, including the Business Board	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	Relevant internal and external stakeholders, including the Business Board
45.	Health and Care Sector Work Academy End of Contract Performance Review	Skills Committee	5 June 2023	Decision	To inform and update the Skills Committee on the performance of the Health and Carer Sector Work Academy.	Relevant internal and external stakeholders, including the Business Board	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices

									to be published.
--	--	--	--	--	--	--	--	--	------------------

## Combined Authority Board Annual Meeting – 7 June 2023

### Governance items

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
46.	Minutes of the meeting on 22 March 2023 and Action Log	Cambridgeshire and Peterborough Combined Authority Board	7 June 2023	Decision	To approve the minutes of the previous meeting and review the action log.	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Councillor Edna Murphy Lead Member for Governance	It is not anticipated that there will be any documents other than the report and relevant appendices.
47.	Forward Plan June 2023	Cambridgeshire and Peterborough Combined Authority Board	7 June 2023	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Councillor Edna Murphy Lead Member for Governance	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
48.	Budget Monitor Update	Cambridgeshire and Peterborough Combined Authority Board	7 June 2023	Decision	To provide an update on the revenue and capital budgets for the year to date.	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
49.	Appointment of the Deputy Mayor/s	Mayor Dr Nik Johnson	7 June 2023	Mayoral Decision	To announce the appointment of the Deputy Mayor/s of the Cambridgeshire and Peterborough Combined Authority for 2023/24.	n/a	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Mayor Dr Nik Johnson	Appointment of the Deputy Mayor/s
50.	Membership of the Combined Authority	Cambridgeshire and Peterborough Combined Authority	7 June 2023	Decision	To note the appointment of Members of Constituent Councils and a	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents



	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					representative of the Business Board for 2023/24 (and their Substitute Members) and to appoint any Non-Constituent Members or Co-opted Members.		Governance, Monitoring Officer		other than the report and relevant appendices.
51.	Appointments to Executive Committees, including the appointment of Committee Chairs and Lead Members	Cambridgeshire and Peterborough Combined Authority	7 June 2023	Decision	Note and agree the Mayor's nominations to Lead Member responsibilities and the membership of the Executive Committees, including the Chairs of the Executive Committees for 2023/24.	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
52.	Appointment of the Overview and Scrutiny Committee	Cambridgeshire and Peterborough Combined Authority	7 June 2023	Decision	To appoint the Overview and Scrutiny Committee and confirm its terms of reference, size and allocation of seats to political parties in accordance with political balance requirements, according to the nominations received from constituent councils.	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
53.	Appointment of the Audit and Governance Committee, including the Independent Person	Cambridgeshire and Peterborough Combined Authority Board	7 June 2023	Decision	To appoint the Audit and Governance Committee and Independent Person and confirm its terms of reference, size and allocation of	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					seats to political parties in accordance with political balance requirements, to reflect nominations received from constituent councils.				
54.	Calendar of meetings 2023/24	Cambridgeshire and Peterborough Combined Authority	7 June 2023	Decision	To agree the calendar of meetings for 2020/21.	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
55.	Combined Authority Monthly Highlights Report January 2023	Cambridgeshire and Peterborough Combined Authority Board	7 June 2023	Decision	To provide a monthly highlight report on Combined Authority business.	Relevant internal and external stakeholders	Gordon Mitchell Interim Chief Executive	Councillor Anna Smith Statutory Deputy Mayor	It is not anticipated that there will be any documents other than

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
									the report and relevant appendices.
56.	Improvement Plan Update	Cambridgeshire and Peterborough Combined Authority Board	7 June 2023	Decision	To receive an update on progress against the agreed Improvement Plan.	Relevant internal and external stakeholders	Angela Probert Interim Programme Director: Transformation	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

## Recommendations from the Transport and Infrastructure Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
57.	Local Transport and Connectivity Plan	Cambridgeshire and Peterborough Combined Authority Board	7 June 2023	Key Decision 2022/056	To approve the Local Transport and Connectivity Plan.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Chair of the Transport and Infrastructure Committee	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
58.	Bus Service Improvement Plan	Cambridgeshire and Peterborough Combined Authority Board	7 June 2023	Decision	To sign off the Bus Service Improvement Plan (BSIP) for submission to operators and Government.	Relevant internal and external stakeholders	Steve Cox Associate Director  Tim Bellamy Interim Head of Transport	Chair of the Transport and Infrastructure Committee	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

## Recommendations from the Skills Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
59.	Skills Contract Awards to Independent Training Providers for the 2023/24 academic year  <b>New item</b>	Cambridgeshire and Peterborough Combined Authority Board	7 June 2023	Key Decision 2023/004	To approve contract awards to Independent Training Providers for the 2023/24 academic year from the Adult Education Budget, Free Courses for Jobs and Multiply.	Relevant internal and external stakeholders, including the Business Board	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	Relevant internal and external stakeholders, including the Business Board

## Skills Committee – 3 July 2023

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
60.	University Of Peterborough Programme Business Case	Skills Committee	3 July 2023	Decision	To consider the proposed University of Peterborough programme business case and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders, including the Business Board.	Roger Thompson Director of Housing and Development	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
61.	Economic Growth Strategy Implementation Plan	Skills Committee	3 July 2023	Decision	To <del>note consider</del> the final draft of the Economic Growth Strategy Implementation Plan <del>and make recommendations to the Combined Authority Board.</del>	Relevant internal and external stakeholders, including the Business Board	Steve Clarke Interim Associate Director Business	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

## Combined Authority Board – 26 July 2023

### Governance items

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
62.	Minutes of the Annual Meeting on 7 June 2023 and Action Log	Cambridgeshire and Peterborough Combined Authority Board	26 July 2023	Decision	To approve the minutes of the previous meeting and review the action log.	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Councillor Edna Murphy Lead Member for Governance	It is not anticipated that there will be any documents other than the report and relevant appendices.
63.	Forward Plan July 2023	Cambridgeshire and Peterborough Combined Authority Board	26 July 2023	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Edwina Adefehinti Interim Chief Officer Legal and Governance, Monitoring Officer	Councillor Edna Murphy Lead Member for Governance	It is not anticipated that there will be any documents other than the report and relevant appendices.
64.	Budget Monitor Update	Cambridgeshire and Peterborough	26 July 2023	Decision	To provide an update on the revenue and capital budgets	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any



	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
		Combined Authority Board			for the year to date.				documents other than the report and relevant appendices to be published.

#### Recommendations from the Skills Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
65.	University Of Peterborough Programme Business Case	Cambridgeshire and Peterborough Combined Authority Board	26 July 2023	Key Decision 2022/075	To approve the University of Peterborough programme business case.	Relevant internal and external stakeholders	Roger Thompson Director of Housing and Development	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
									relevant appendices.

FP/02/23

## Comments or queries about the Cambridgeshire and Peterborough Combined Authority Forward Plan

Please send any comments or queries about the Forward Plan to [Edwina Adefehinti, Interim Chief Officer Legal and Governance, Monitoring Officer](#):

We need to know:

1. Your comment or query.
2. How we can contact you with a response (please include your name, a telephone number and your email address).
3. Who you would like to respond to your query. If you aren't sure just leave this blank and we will find the person best able to reply.





## Local Transport and Connectivity Plan

To:	Transport and Infrastructure Committee
Meeting Date:	15 March 2023
Public report:	Yes
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
From:	Emma White, Transport Programme Manager
Key decision:	No
Forward Plan ref:	N/A
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"><li>a. Take note and comment on the updated draft of the Local Transport and Connectivity Plan; and</li><li>b. The Transport and Infrastructure Committee is invited to recommend to the Combined Authority Board to approve the Digital Policy.</li></ul>
Voting arrangements:	<p>Recommendation a) is noting only, No vote is required.</p>

For Recommendations b) A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members *or* To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

# 1 Purpose

1.1 This paper provides an update on the Local Transport and Connectivity Plan (LTCP) specifically in relation to the updated draft following public consultation and how the Combined Authority is continuing to progress the Plan in the continued absence of DfT guidance. The paper also includes progress to date on associated themes and workstreams.

# 2 Background

2.1 The future of local transport planning for the Cambridgeshire and Peterborough area has and continues to undergo rapid change. Since the publication of the Local Transport Plan (LTP) in early 2020 there have been significant changes that have directly and indirectly impacted on the current transport network and the appropriateness of the overarching strategy.

2.2 The draft LTCP describes how transport and digital interventions can be used to address current and future challenges and opportunities for the region. It will set out the revised policies and strategies needed to secure growth and ensure that planned developments can take place in the county in a sustainable way.

2.3 The purpose of a LTP is to:

- Outline the current baseline regarding transport, accessibility, and pollution;
- Set out challenging, but achievable, objectives;
- Set out the timeline for achieving these objectives; and,
- Outline 'bids' for funding from the DfT.

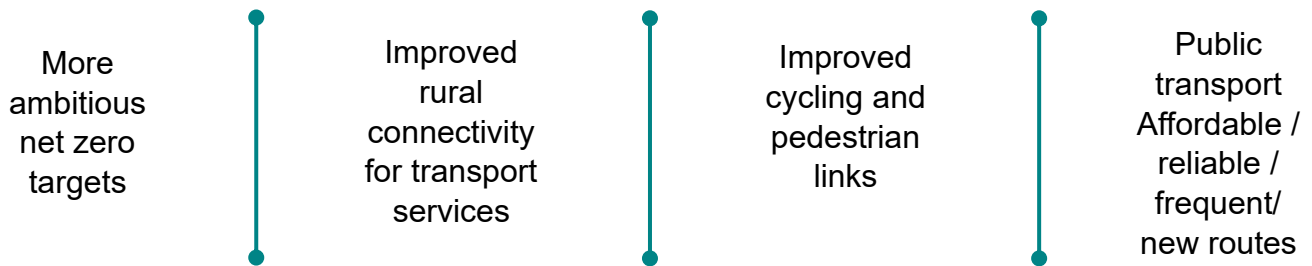
2.4 The development of a transport strategy is a key component of the Combined Authority's Improvement Plan. The aim of Workstream C of the Improvement Plan has been and continues to be development, implementation, and approval of the LTCP in 2023. As part of our continual improvement and development of the plan, this will include a peer review and challenge from West Midlands Combined Authority.

## Consultation

2.5 In summary the consultation showed:

- 92% understood why the Combined Authority are making a new LTCP
- 65% either strongly agreed or agreed with the proposed LTCP vision.

2.6 The main comments from the consultation included:



2.7 Following the consultation on the LTCP in summer 2022 the LTCP has been re-drafted and this is included within Appendix 1.

2.8 The document has been redrafted to take into account a number of changes including:

- Consultation results and the “You said, we did” summary previously presented at 18<sup>th</sup> January Transport and Infrastructure Committee.
- Address understanding of emerging guidance on Local Transport Plan that is available including:
  - An underlying “Vision led approach”
  - Increase focus on integration including spatial planning
  - Need for Electric Vehicle charging strategy
  - Embed decarbonization consideration into planning process – Quantifiable Carbon Reduction (QCR)
  - Align LTPs with Local Plans
- Carbon Assessment (detailed below) – LTCP based on Improve, Shift and Avoid

### **Quantifiable Carbon Reduction**

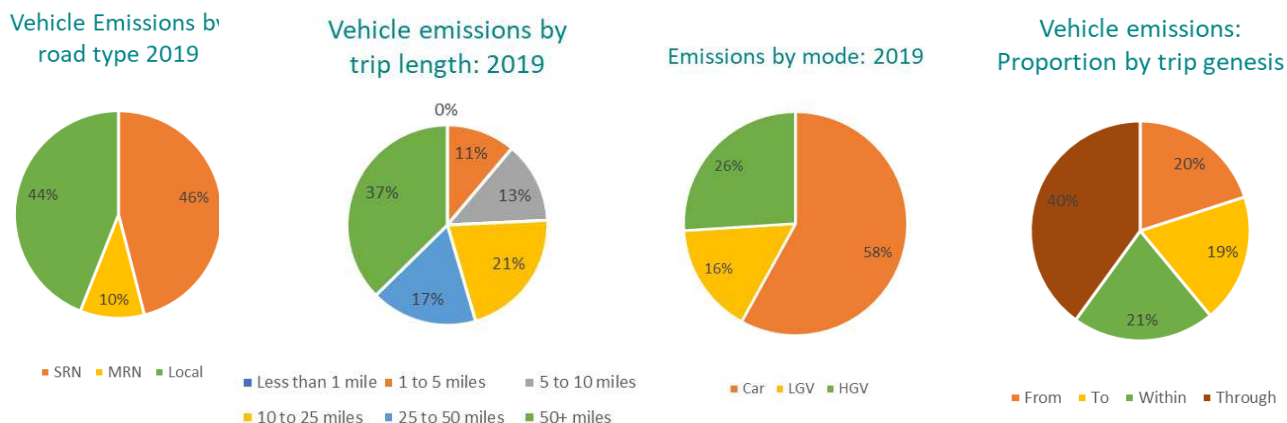
2.9 As part of the new LTP guidance there is an expectation that Local Transport Authorities (LTAs) will need to undertake a Quantifiable Carbon Reduction (QCR) assessment. This work was undertaken with WSP for the Combined Authority, the results of which have fed into our Plan and work being progressed by England’s Economic Heartland to assist other LTAs in the development of their Plans.

2.10 The diagram below explains the phases of work.



2.11 Phase 1 looked at a high-level carbon assessment based on the 15% reduction in vehicle kms travelled by 2020 which is a target recommended by the Combined Authority’s Climate Change commission (2019 baseline). Phase 1 concluded that this target does not align with needed pathways with a gap identified. It was also noted that local transport funding will be conditional on demonstrating emission reduction aligned with national policy.

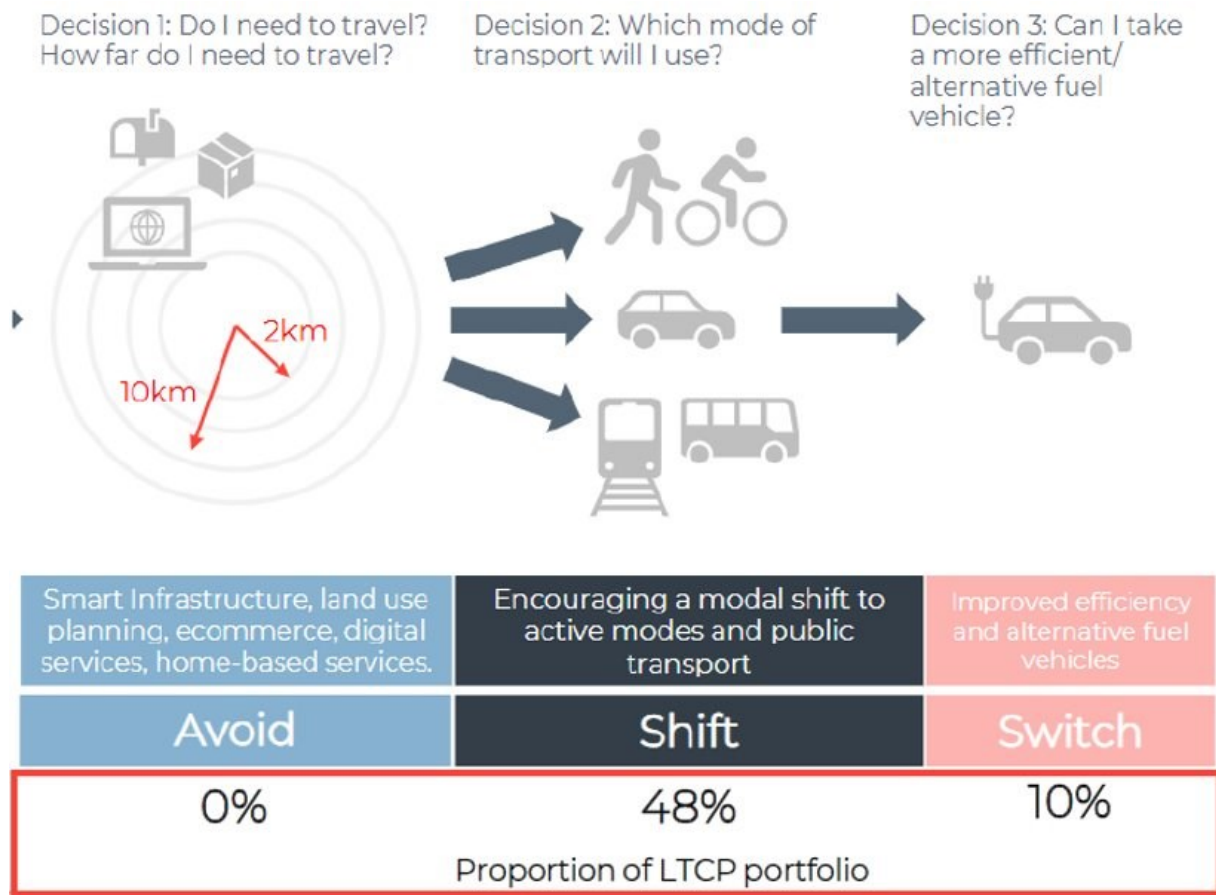
2.12 Phase 2 provided more detail to phase 1. In summary this phase found, due to the unique position of the region, 40% of vehicle emissions within the Combined Authority are apportionable to through trips on the strategic road network. These emissions are unlikely to be greatly impacted by the commitments of the LTCP. It is therefore essential that the Combined Authority continue to lobby and outline to government the role they, alongside national partners such as National Highways and Network Rail, need to play in reducing the total carbon emissions within our region. The Combined Authority’s LTCP will focus on the reduction of carbon emissions as per the requirements of the guidance; however, this will be mainly focused on the 60% of emissions whereby the Authority can directly influence and make the necessary changes.



The work looked at LTCP portfolio and split them out by the Vision led approach to travel of “Avoid, Shift and Improve (Switch)” as shown below. This approach has become the basis



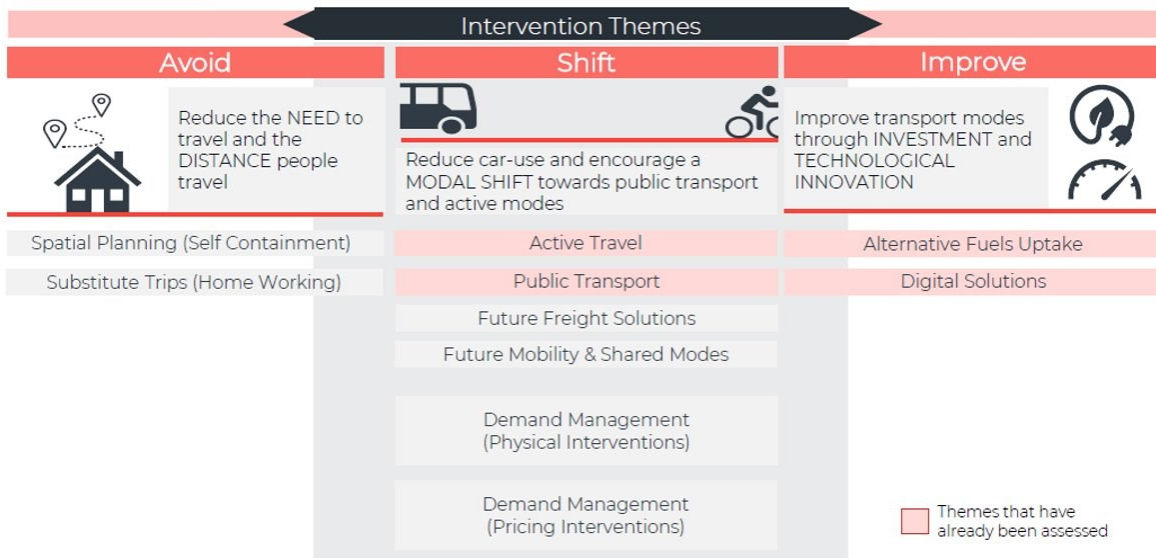
for the LTCP going forward and the document is based on.



2.13 Phase 2 summarised that without further intervention, the Combined Authority area will exceed each of the next 4 carbon budget periods till 2050 even with accelerate Electric Vehicle take up. Therefore, there was a need to examine in more detail the carbon mitigation options available. WSP’s assessment of the LTCP has been that the Plan as it currently stands is a good position from which to work. Following this assessment, Phase 3 of WSP’s work focused on the potential interventions that could be integrated into the overall Strategic Plan to assist in the reduction of carbon emissions across the region. These are outlined in the diagram below and in alignment with the government ‘s position on LTPs, where there is agreement on these strategic items, these will be included within the regional strategy section

and developed further during the lifetime of the Plan.

### NARROWING DOWN INTERVENTIONS NEEDED



2.14 In terms of interventions these are summarised in the table below:

<b>Intervention</b>	<b>Type</b>
Online services / Substitute trips	Avoid
Area wide Road User Charge	Shift
Carbon based Road User Charge	Shift
Demand Management (Access and capacity constraints)	Shift
Reduced Public Transport fares	Shift
Mass Transit	Shift
WPL	Shift
Parking pricing strategies	Shift
Ultra-low emissions buses	Improve
Rail line reopening	Shift
Rail frequency and capacity Improvements	Shift
New rail stations	Shift
Demand Responsive Transport (DRT)	Shift
Bus priority measures	Shift
Mobility hubs and improved modal integration	Shift
Bike/e-bikes/e-scooter hire schemes	Shift
Cycle infrastructure	Shift
Improved pedestrian facilities	Shift

Demand Management
Active Travel
Public Transport
Technology / Innovation

- 2.15 Overall, achieving a 15% reduction in vehicle km (from a 2019 baseline) is considered a suitable level of ambition for the Combined Authority to target through the LTP (in the short term). Analysis shows this level of reduction is sufficient to align with the Committee on Climate Change (CCC) Sixth Carbon budget up until 2028. Beyond this date, further reductions in vehicle travel should be targeted.
- 2.16 Modelling of “influencing factors” in decarbonisation shows that there is no one intervention which can achieve the scale of reduction in vehicle use required. Of the measures tested, avoid measures (improved digital connectivity, spatial planning) and demand management (pricing strategies and physical measures) have been found to have the greatest influence.
- 2.17 Individual measures have then been packaged together and tested against the Combined Authority’s target policies and pathways for 2050. Analysis shows that an ambitious programme of interventions (at intensities which are deliverable) will achieve the Combined Authority’s target but will still leave a residual gap in cumulative emissions. This is partly due to the scale of emissions outside of the scope of influence of the LTP (~40% through trips).
- 2.18 The scenario tests have highlighted the importance of the timing and sequencing of interventions. It is critical that the LTP considers all necessary hooks to secure further feasibility into the delivery of the required interventions.
- 2.19 Infrastructure carbon must be carefully considered for all new schemes and ongoing maintenance. If not managed correctly, infrastructure carbon risks whole-economy carbon budgets being missed.

## **Programme**

- 2.20 With central government yet to publish their LTP guidance that was due in September, and this remains a key risk to the programme. Following receipt of the draft guidance, an assessment of the LTCP against the requirements will have to be made and this may impact on the budget.
- 2.21 This will include a mapping exercise that will compare our LTCP with the draft guidance (including a gap analysis and links to further work if required). Government have outlined that if schemes, initiatives, and transport planning tools are not included within the document then future funding opportunities will be limited. It is therefore imperative that this mapping is undertaken alongside an outline of the key schemes and initiatives within the documentation suite.
- 2.22 The outcome of this mapping exercise will be provided to constituent Councils and officers will collaborate on how best to take forward particular elements and requirements to meet any gaps identified. The Transport and Infrastructure Committee will be kept informed as to whether this additional work can be accommodated into the timeline outlined above and within the budget allocated.
- 2.23 The strategic section will be updated with constituent Councils. A detailed Implementation Plan being developed following the agreement of the overarching strategy and align to the budgetary work being undertaken.
- 2.24 Throughout the update process we will be working with constituent Councils to update the

LTCP including the localised sections and overall strategy.

## Digital Policy

2.25 In January 2023, the draft Digital Policy was brought to Transport and Infrastructure Committee. Following this Committee, the Policy was shared with key stakeholders for comment and updates following this have been made.

2.26 Much has already been achieved in enhancing digital connectivity in Cambridgeshire and Peterborough, in particular the success in making superfast broadband nearly ubiquitously available across the Combined Authority. However, this is a rapidly moving area, driven by exponential improvements in technology. With the ongoing rollouts of new technologies such as full-fibre broadband and 5G mobile infrastructure, it is vital that Cambridgeshire and Peterborough remain at the forefront of digital connectivity in terms of:

- Fixed broadband connectivity;
- Mobile connectivity;
- Smart infrastructure; and
- Digital adoption, access, and inclusion.

2.27 Based on the Cambridgeshire and Peterborough Digital Connectivity Strategy for 2021- 2025, the Digital Policy for the Local Transport and Connectivity Plan sets out the following commitments:

2.28 In fixed broadband connectivity we will continue to:

- Facilitate industry investment in fixed broadband infrastructure;
- Work with government to deliver public funded fixed broadband solutions where commercial coverage is not viable; and
- Integrate fibre ducting in transport and other infrastructure schemes and exploit this asset.

2.29 In mobile connectivity we will continue to:

- Identify areas of inadequate mobile coverage/capacity;
- Facilitate mobile infrastructure delivery;
- Encourage the use of council assets for hosting mobile infrastructure;
- Explore with operators and with Government the options for minimising adverse impacts of mobile infrastructure on our streetscapes; and
- Support the deployment of innovative mobile technologies and use cases.

2.30 In smart infrastructure we will continue to:

- Support the roll-out of Low Power Wide Area Network (LPWAN) infrastructure for Internet of Things applications;
- Facilitate the sharing of data from IoT applications;
- Support trials and pilots of promising new smart technologies; and
- Support the implementation of proven smart technologies at scale, to improve the sustainability of the transport system.

2.31 In digital adoption, access, and inclusion we will continue to:

- Develop and raise awareness of digital inclusion opportunities;
- Extend the availability of public access WiFi;
- Work with stakeholders to improve digital connectivity in social housing;
- Work with partners to minimise disruption associated with PSTN switch-off, and the

- proposed withdrawal of 3G mobile services; and
- Support SMEs' adoption of digital technology.

### 3 Significant Implications

- 3.1 Central government are yet to publish their LTP guidance that was due in September, and this remains a key risk to the programme and budget.

### 4 Financial Implications

- 4.1 Central government are yet to publish their LTP guidance that was due in September, and this remains a key risk to the programme and budget.

### 5 Legal Implications

- 5.1 N/A.

### 6 Public Health Implications

- 6.1 The report recommendations have a positive implication for public health. One of the objectives of the LTCP is improved health and well-being enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.

### 7 Environmental and Climate Change Implications

- 7.1 The report recommendations have a positive implication for the environment and climate change. Both Climate and Environment are objectives of the LTCP including successfully and fairly reducing emissions to net zero by 2050 and protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.

### 8 Other Significant Implications

- 8.1 N/A.

### 9 Appendices

- 9.1 Appendix 1 – Draft Local Transport and Connectivity Plan
- 9.2 Appendix 2 – LTCP Draft Evidence Base
- 9.3 Appendix 3 – Draft – East Cambridgeshire
- 9.4 Appendix 4 – Draft – Greater Cambridgeshire
- 9.5 Appendix 5 – Draft – Huntingdonshire
- 9.6 Appendix 6 – Draft – Peterborough
- 9.7 Appendix 7 – Draft – Fenland
- 9.8 Appendix 8 – Draft Monitoring and Performance
- 9.9 Appendix 9 – Digital Policy

## 10 Background Papers

[Combined Authority Board reports 25 January 2023](#)



# Local Transport and Connectivity Plan

## Contents

Foreword - Mayor.....	4
Executive Summary.....	5
Introduction.....	6
Reasons for new LTP.....	8
National Strategic Priorities.....	9
Growing and Levelling Up the Economy.....	10
Improve Transport for the User.....	10
Reduce Environmental Impacts.....	11
Local Priorities.....	13
LTCP Vision and Mission Statement.....	13
Goals.....	14
Objectives.....	15
Scope of the LTCP.....	17
Geographic Scope.....	17
Description of local areas and distinct places, incl physical, socio-economic characteristics, challenges and opportunities.....	17
Fenland.....	17
Greater Cambridge.....	17
Huntingdonshire.....	17
Peterborough.....	17
East Cambridgeshire.....	17
Description of modes.....	17
Developing the LTCP.....	18
Our partners.....	18
Stakeholder engagement.....	18
What other strategies will need to be developed.....	18
Our Strategy.....	19
Avoid.....	19
Shift.....	19
Improve.....	19
<b>AVOID</b> .....	21
<i>Need to travel</i> .....	21
<i>Distance travelled</i> .....	22
<i>Remote working</i> .....	23
<b>SHIFT</b> .....	24
<i>Active Travel</i> .....	24
<i>Public Transport</i> .....	29

Commented [TB1]: Contents page will be updated on completion of the LTCP – for example – monitoring, implementation and funding



<i>Future Mobility and Shared Modes</i> .....	34
<i>Freight</i> .....	36
<i>Demand Management</i> .....	39
<b>Improve</b> .....	41
<i>Alternative Fuels</i> .....	41
<b>Safety</b> .....	43
<i>Policy intervention topic: Improve Safety</i> .....	43
<i>Digital Solutions</i> .....	46
<i>Natural, Historic and Built environment</i> .....	48
<i>Policy intervention topic: Natural, historic, built environment</i> .....	48
<i>Introduction</i> .....	48
<i>Biodiversity</i> .....	48
<i>Network management including maintenance &amp; Resilience (Futureproofing network for extreme weather events (flooding, fire))</i> .....	50
<i>Innovation</i> .....	53
<i>Shared Mobility, including Car clubs</i> .....	53
<i>Connected and Autonomous Vehicles</i> .....	53
<i>Air Quality</i> .....	55
<i>Policy intervention topic: Air Quality</i> .....	55



## Foreword

### **Mayor's Foreword to be agreed**

We have made good progress since the publication of the last Local Transport Plan in 2020; however, we now need a more ambitious transport strategy to deliver the Combined Authority's and partners' priorities, particularly the need to take action to address the climate emergency, tackle inequalities, prioritise health and wellbeing; and to ensure we continue to invest to deliver an inclusive, integrated, and sustainable transport network.

Current trends of private car use have contributed to congestion and public health issues therefore we need to fundamentally reconsider how people move around and through the region. In order to address these challenges, we have to reduce the need to travel and discourage individual private car use. We plan to do this by making active travel, public and shared transport the natural first choice. This Plan will make these modes more attractive and create an increasingly balanced, integrated transport system.

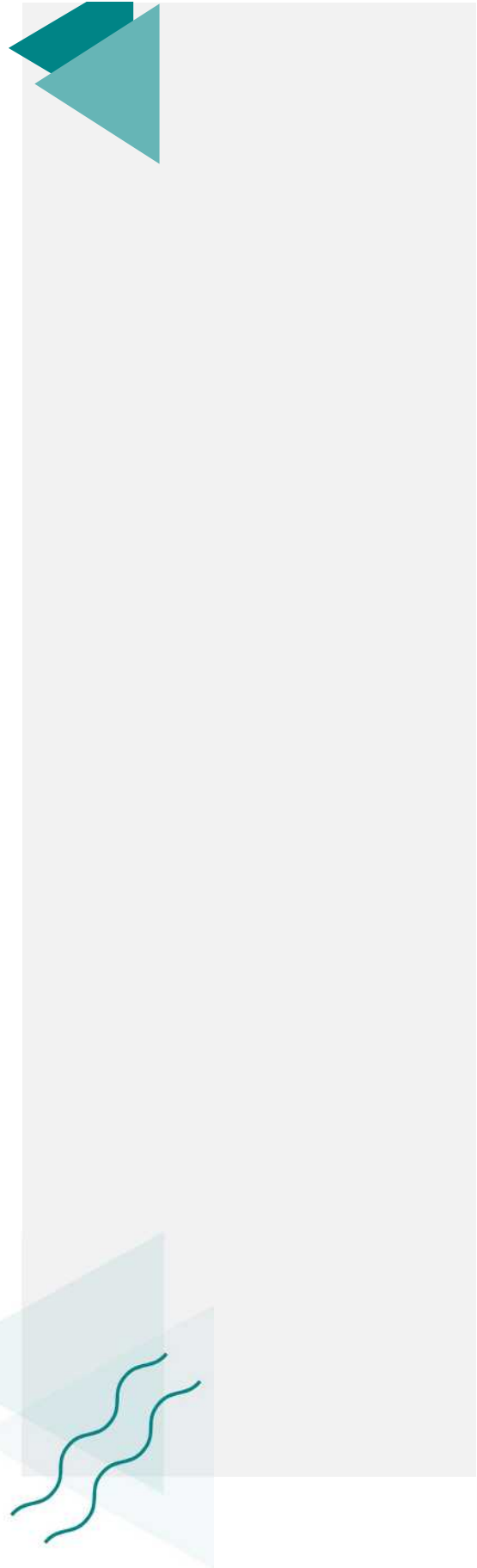
To deliver our aspirations there will be considerable challenges. Delivering our vision will not be easy and there will be some tough decisions around how we use existing road space. However, the health of our residents and the protection of our environment is paramount. The benefits of this approach will be felt by all as we improve health, provide cleaner air as well as easier journeys, for today and future generations.

Delivering this LTCP will require meaningful action and effective collaboration with a range of stakeholders. We have engaged with many of these during development of the Plan and we will continue to work with them to develop and implement schemes, innovative solutions, and initiatives. Continued engagement with our residents and businesses will be a constant feature in ensuring we deliver the transport network and solutions for you.

We thank everyone who commented on the LTCP consultations and engagement events; and encourage further engagement as we move forward with this project. Working together we can deliver the LTCP and a better region for everyone.



## Executive Summary





## Introduction

### Overview

This strategy sets out a vision and a framework to deliver a modern, integrated transport system for the people and businesses of Cambridgeshire and Peterborough. The document is an update to our first Local Transport Plan (LTP) for Cambridgeshire and Peterborough published in 2020.

The strategy has been reviewed in consultation and collaboration with key stakeholders, including our two Local Highway Authorities (Cambridgeshire County Council and Peterborough City Council), five District Councils (City of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire, and South Cambridgeshire), Greater Cambridge Partnership, National Highways and Network Rail.

In updating our strategy, we sought comment, advice, and guidance from a wide range of consultees and stakeholders in the public, private and third sector including sub-national transport bodies, industry representative groups, businesses, and community organisations.


The Devolution Deal between Government and Cambridgeshire and Peterborough established a programme of investment in our economic future, with the aim of doubling the size of the economy and creating more good jobs. In pursuing economic growth, we have a responsibility to ensure that rising prosperity makes life better, healthier, and fairer, whilst ensuring that we do not exhaust the resources our children and future generations will need for the future. More and more people are recognising that we do not just need growth: we need good growth. Our aim is not simply to increase our income, but to increase our area's wealth, in a way that is driven by our values.

Since the Devolution Deal was enacted, much has changed – Brexit, the lasting impact of the Covid-19 pandemic, increased awareness of the need to protect our environment, a greater understanding around the impacts our actions are having on the climate and our wellbeing are all factors that we need to continue to be cognisant of in delivering future growth in a sustainable manner.

This strategy needs to be fully integrated with the strategic direction of the Combined Authority and its partners whilst being sufficiently flexible to drive change to meet these wider objectives. This Plan helps to shape the overarching direction of travel for transport and our associated schemes, whilst also ensuring that when projects are brought forward these strongly align with our key objectives and thus help us to achieve our vision, aims and aspirations.

It will do so by:

- Truly reflecting our Sustainable Growth Ambition Statement. This LTCP identifies how they are driven by our ambitions for capital development under each of the themes, and include outcome indicators to show how they will deliver against those themes;
- In conjunction with our Assurance Framework, providing a rigorous process for transport scheme prioritisation and development, which will ensure that investment is directed to those areas where it can contribute most to the wellbeing of the area; and,
- Setting the framework for a Delivery Plan to be adhered to and monitored that sets out our spending programme, based on the resources available. The Delivery Plans will be reviewed annually through the Medium - Term Financial Planning process.



This LTCP was developed in line with our understanding of the emerging national LTP guidance and best practice. It is based upon an extensive evidence base that has been updated since the initial document was published in 2020.

It is expected that government will require Plans to focus on:

### **Climate and environmental challenges**

Government recognises the challenges of climate change and the impact that it is already having on our transport systems. Bold actions will be expected within this Plan to ensure the UK will achieve Net-Zero 2050 to keep global temperatures below a 1.5°C rise, halt the deterioration of the natural environment, and counter the negative health outcomes associated with the impact of transport on air quality.

### **Economic and fiscal context**

It is important that this Plan supports good growth within the region, allowing for businesses and communities to thrive and prosper. The aim of this Plan is to ensure that no community is left behind and therefore aligns with the Government's commitment to levelling up.

### **Planning best practice**

The Plan incorporates new best practice for transport planning and allows for future changes and innovations to be utilised to meet its overarching vision, aims and objectives. This Plan truly aligns with the Government's move away from predicting future traffic growth and providing for it, towards a more integrated, vision-led approach.

### **New technology**

The LTCP will create an environment through which new and emerging technologies can be harnessed and explored to create an integrated transport network that meets the needs of businesses, people, and communities across our region. The use of emerging technologies are providing new forms of transport, new tools to manage traffic and networks, digital alternatives to travel, new platforms for innovation, and new techniques to engage with and collect data from transport users and this will be utilised by us and our partners to deliver the best possible outcome for the region's transport network.

### **Alignment with wider government policy**

This Plan strongly aligns with changes to transport and spatial planning, legislation and policy since the last guidance was published, including the Transport Decarbonisation Plan, Gear Change, Bus Back Better, the Inclusive Transport Strategy, the Plan for Rail, the Future of Freight Strategy, Equalities Act 2010, and updates to the National Planning Policy Framework.

In addition, this Plan has been subject to multiple impact assessments, to ensure that it fully considers equalities, environmental, habitats and health impacts.

The remainder of this document is structured as follows:

- Needs updating once document complete

This main document is supplemented by a suite of accompanying documents.

- Needs updating once document complete

- Our Policies describes requirements related to transport planning and design, delivery, and operation and maintenance for the Cambridgeshire and Peterborough Combined Authority, our public sector partners, and key private sector and non-for-profit stakeholders. They also provide the principles which will underpin decision-making, capital investment and revenue support in our transport network.
- The Public Engagement and Consultation Report will provide a summary in due course of the public consultation process and other stakeholder engagement activities, identify key themes in the responses provided and describe how we have modified the LTCP in response to the feedback received.
- The updated Local Strategies which examine each district in the Cambridgeshire and Peterborough area in more detail.
- The updated Evidence Base which examines the current and future socio-economic, environmental, and transport conditions in the region, aiming to identify the key challenges the LTCP should seek to tackle and the opportunities that transport can help realise.
- The three statutory Impact Assessments have been updated to assess the refreshed Plan. These include the Strategic Environmental Assessment, Habitats Regulation Assessment and Community Impact Assessment (incorporating a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA)).

## Reasons for new LTP

The diagram below summarises the reasons for the new LTP



DIAGRAM: Reasons for new Plan-



## National Strategic Priorities

The following list is not an exhaustive list; however, it does highlight some of the key policies at the national and local level.

### National

At the national level there are a range of policies that provide context for the LTCP and have set high level ambitions which the LTCP will contribute to delivery of:

- Local Transport Act 2000: Establishes Local Transport Plan's (LTP) as statutory documents.
- Build Back Better: our plan for growth (2021): Sets out the government's plans to support economic growth through investment in infrastructure, skills, and innovation. The aim to support the transition to net zero has strong links to the LTCP.
- Transport Investment Strategy (2017): Provides context for the levels of funding available and the rationale behind government investment in transport.
- Transport Decarbonisation Plan (2021): Sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.
- Gear Change (2020): Describes the vision to make England a great walking and cycling nation and sets out the actions required to deliver this.
- Future of Mobility: Urban Strategy (2019): Outlines the government's approach to maximising the benefits from transport innovation in cities and towns.
- Government's 25-year Environment Plan (2018): Sets out how the government will improve the environment.
- National Bus Strategy (2021): Sets out the vision and opportunity to deliver better bus services for passengers across England.
- UK Carbon Budget (2021): Sets the legally binding target to reduce emissions.
- Great British Railways and the Integrated Rail Plan (2021): Outlines proposals to bring the rail network under single national leadership, a new public body called Great British Railways.

This Plan demonstrates a strong strategic fit with the national government policies and priorities whilst ensuring that the needs and priorities of our local communities are delivered in a sustainable and effective way.

In 2022, the Government published their *Outcome Delivery Plan* that outlined five priority outcomes for transport. The three that are most relevant for local transport are:

- Growing and Levelling Up the Economy – improving connectivity allowing for good growth by enhancing the transport network.
- Focus on transport for the User – improving the transport users' experience, thereby ensuring a safe, reliable, and inclusive network that is available for all.
- Reduce environmental impacts – minimising biodiversity loss, decarbonising the transport system and improving air quality to address the challenge of climate change through a range of measures.



## *Growing and Levelling Up the Economy*

The policies and interventions contained within this Plan help to deliver good economic growth and boost productivity by improving access and opportunity for all with an aim of increasing social inclusion and reducing the level of deprivation across our region. Through effective engagement with our businesses and communities we are in a better position to make informed judgements around the best way to improve effectiveness and efficiency of our transport network. Our interventions and pipeline of schemes will continue to be implemented, developed, revised, and reviewed as new innovative initiatives and mechanisms become available, thereby maximising our ability to level up across our region and improving standards for all within our communities.

Our communities must be physically and digitally connected if they are to thrive. This Plan aims to put transport right at the heart of improvements across our region, as transport plays a significant role in enhancing pride of place, unlocking sustainable growth and new housing, improving access to high streets and town centres, connecting people to green spaces, and strengthening links within and between economic centres in the region.

In line with the Government's policy, we will continue to seek new and innovative ways to deliver this Plan's aims and objectives and be at the forefront when it comes to trialling and implementing new technologies, as they have the ability to change the way people and goods move that ultimately have a transformative impact on the sustainability and efficiency of our journeys.

We will continue to work with Government and key stakeholders, such as National Highways, Network Rail, and others to ensure that the transport proposals within this Plan are fully implemented and integrated with planned major or nationally significant transport infrastructure projects, such as East-West Rail, Ely Area Capacity and the A428 improvements. This will ensure that the benefits and opportunities for economic growth are maximised within both our region and the UK as a whole.


## *Improve Transport for the User*

This Plan aims to offer transport users a real alternative for the people of the region to change travel behaviours with improved transport choices, accessibility, and experience for all. Our package of measures will use the principles of good design to create high-quality environments within our urban, peri-urban, and rural areas. Our schemes and initiatives will complement and enhance our unique characteristics and respond to the needs of our communities.

Transport across our region will be accessible and inclusive, considering the needs of all those sharing characteristics that are protected under the Equalities Act 2010. It is important that our transport users feel confident and safe to undertake their journeys on their mode of choice.

National government aims to transform public transport connectivity across the country, with the aim that by 2030, local public transport connectivity across the country will be closer to the standards of London, with improved services, simplified fares, and integrated ticketing. We continue our work towards franchising to allow greater influence and control over passenger transport to make it a more viable and attractive option with a network and service that is easy to access and navigate.





To align with government's policy, through this Plan's development we have been able to identify areas of high accessibility by active travel, public transport and digital services and consider how such locations can optimise the use of land, increase density, and consequently reduce private vehicle dependent housing developments.

To address carbon challenges at the local and national level, government continue to reinforce its commitment to electric vehicles and associated infrastructure. The Government's vision for charge points to be accessible, reliable, inclusive, and fairly priced. The Government expects there to be at least 300,000 public charge points in the UK by the end of the decade to support on-route charging and charging for people without access to home charging. Therefore, this LTCP and its associated *Alternative Fuelled Vehicle Strategy and Implementation Plan* aims to deliver the infrastructure needed to support and transition to zero carbon alternative fuels and electric vehicle charging to decarbonise vehicle fleets and improve the experience of users of these technologies.

In addition, the condition of our highways and transport assets impacts on attractiveness and usability of our network. We will work with partners to ensure that they are well maintained and reliable to meet the expectations of government and our residents and businesses. To reduce the impacts on transport users, we aim to ensure that our assets should be as resilient as possible to the effects of climate change and extreme weather events, with suitable planning in place to try and mitigate these.

### *Reduce Environmental Impacts*

Due to the significant focus by local and national government in relation to decarbonising the local transport network this forms a key objective for our Plan. We have considered a mixture of options available to us to achieve transformational change.

To meet the Government's and our objectives it is important that we reduce the environmental and health impacts and deliver transformational change through a mix of incentives and disincentives, especially as no single intervention is enough to achieve the carbon reduction necessary to meet our carbon budgets and Net Zero target by 2050.

The LTCP needs to demonstrate how we support the legal limits and targets for improving air quality and reducing emissions, and the legal duty to conserve and enhance biodiversity. This should include identifying the scale of impacts generated by network use and a range of transport measures necessary to help meet these targets, whilst also helping to create healthier, quieter, better connected, sustainable and more inclusive communities.

The importance of conservation areas and designated sites, such as Sites of Special Scientific Interest, and Areas of Outstanding National Beauty, have been integral in the development of this Plan. In addition, we have considered how to increase sustainable access to natural assets such as parks, green spaces, and water environment (blue spaces).

## Sub-National and Regional

The Combined Authority is a part of regional bodies and partnerships which outline further aspirations for the region:

- EEH Transport Strategy (2021): Sets out that a step-change in approach is required to address the challenges our transport system already faces and to realise the region's economic potential and deliver sustainable growth.
- OxCam Arc Spatial Framework (2021): The government started a public consultation seeking views on the first stage of the Oxford-Cambridge Arc.

**DIAGRAM:** Insert diagram outlining EEH area

Commented [TB2]: To be updated to reflect the emerging position (on publication date – May 2023)

Commented [TB3]: Presented in a graphical format

### *Other bordering bodies*

In addition, we border the sub-national transport bodies of Transport East and Midlands Connect. Again, whilst not a member of these groups, there are matters such as cross-boundary transport movements that need careful consideration.

### *Impact on our ability to deliver*

Transport is not confined by Authority, County, City or District boundaries and it is recognised that our residents need to travel to surrounding areas for work and leisure, and residents from neighbouring areas travel into our region. Working with partners will help to improve travel choices and journey experiences for residents through the development and implementation of innovative and tailored made solutions to meet the aims and aspirations of the people of Cambridgeshire and Peterborough.

We recognise the value and benefits of developing good working relationships with our neighbouring Local Authorities, regional/ sub-national and statutory bodies. These include:

- More efficient and effective use of resources.
- A single voice to funding bodies creating a unified and stronger message.
- Local and regional issues can be understood together, ensuring greater compatibility in the development of policies and projects.

## Local Priorities

Cambridgeshire and Peterborough Combined Authority was established as a Mayoral Combined Authority in 2017 to make life better, healthier, and fairer for all. As we revise our focus, much of the original purpose and ambition remains with increased attention to address post-pandemic areas of deficit and more recent impact of climate, energy, and cost of living crises. Our overall strategy closely aligns with this LTCP as it aims to enable a prosperous Cambridgeshire and Peterborough region; one that is more equitable, more environmentally sustainable, and securing good growth for its residents and businesses.

Our overarching ambitions and objectives are contained within our Devolution Deal – to deliver a leading place to live, learn and work. This will be realised through achieving the following ambitions:

- Doubling the size of the local economy over 25 years;
- Accelerating house building rates to meet the local and UK need;
- Delivering outstanding and much needed connectivity in terms of transport and digital links;
- Transforming public service delivery to be much more seamless and responsive to local need;
- Growing international recognition for our knowledge-based economy;
- Improving quality of life by tackling areas suffering from deprivation; and
- Providing the UK's most technical skilled workforce.

This Plan demonstrates a golden thread and strongly aligns with the vision for the Combined Authority to deliver:

*“A prosperous and sustainable Cambridgeshire and Peterborough. Driven by our values and using our collective voice and strengths, we seek inclusive good growth for an equitable, resilient, healthier, and connected region”.*

Our strategic priorities provide additional clarity on the areas of focus for the Combined Authority and its partners. Fundamentally these priorities are supported by a strong strategic framework that ensures all delivery is assessed by its impact and contribution to climate and nature, health, infrastructure, innovation and reducing inequalities.

Transport is an enabler. Ultimately this Plan will allow us to achieve our overarching objectives and priority areas of focus, namely:

- Achieving Good Growth;
- Increased Connectivity;
- Ambitious Skills and Employment Opportunities; and
- Enabling Resilient Communities

### *LTCP Vision and Mission Statement*

Transport has a key role to play in achieving our vision, aims and objectives for Cambridgeshire and Peterborough by contributing towards the delivery of our priorities. These priorities have been developed with communities in mind, remaining mindful of the available budgets both now and in future years.

Our key identified transport priorities reflect our commitment to improve strategic connectivity to reduce commuting times, support future development and increase people's life chances

and opportunities. We are committed to continuing our rigorous prioritisation process based on business cases which assess the impact of these projects on future growth.

Our vision is:

*“A transport network which secures a future in which the region and its people can thrive”.*

Whilst our mission statement is:

*“The transport network must put improved health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.*

*And it must bring a region of cities, market towns and very rural areas closer together.*

*It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, safe, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region’s nationally important and innovative economy”.*

Commented [TB4]: To be presented in a box format

### Goals

Whilst this vision guides the overall direction of travel for our Plan, we have developed a series of key goals around which the LTCP is focused. These six goals are intended to outline (at a high level) what wider outcomes we want our transport network to achieve in Cambridgeshire and Peterborough. They provide a greater context to the vision and identify the transport network as an ‘enabler’ of wider outcomes.

These six goals have been developed from the three outlined previously in the LTP (Economy, Environment and Society) and are:



DIAGRAM - Goals of the Local Transport and Connectivity Plan

## Objectives

Our eleven objectives strongly align to one of our overarching goals. These form the basis against which schemes, initiatives, and policies are and will continue to be assessed. They have been developed to reflect our aims and aspirations for the transport network of Cambridgeshire and Peterborough and how it can support the wider economy, social inclusion, and the environment within Cambridgeshire and Peterborough. They address the challenges and opportunities inherent in accommodating good growth sustainably, enhancing freight and tourism connections, and putting people and the environment at the heart of transport design and decision making.

The objectives of the LTCP further demonstrates clear alignment between the Plan's aims and objectives and those of the Combined Authority.

### Productivity



#### Housing

Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues



#### Employment

Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport spreading the region's prosperity



#### Business & Tourism

Ensure all our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports



#### Resilience

Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability

### Connectivity



#### Accessibility

Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all



#### Digital

Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the region

### Health



#### Health and Wellbeing

Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles



#### Air Quality

Ensure transport initiatives improve air quality across the region to exceed good practice standards

### Safety



#### Safety

Embed a safe systems approach into all planning and transport operations to achieve Vision Zero - zero fatalities or serious injuries

### Environment



#### Environment

Deliver a transport network that protects and enhances our natural, historic and built environments

### Climate



#### Climate Change

Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

DIAGRAM - Objectives of the Local Transport and Connectivity Plan

Commented [TB5]: Presented in a graphical format

### Mayoral Ambition

Mayor Dr Nik Johnson aims to leave a lasting legacy that continues for years to come that enables improved life expectancy and those additional years lived to be in good health and

wealth. Reduced inequality, sustainable growth, more active communities, and a region that celebrates and further enhances its uniqueness on the local and global stage, will be the enduring impact.

Delivering on this ambition through strong partnerships and complementing the focus and delivery of the Combined Authority, the Mayor aims to build upon the delegated powers and Combined Authority achievements to continue enabling the region to grow and thrive. With more connectivity, spreading of prosperity, developing skills, and improving the region's environment and resilience, the Mayor's ambition and areas of priority can be achieved.

**DIAGRAM – National Government, EEH, Combined Authority and LTCP objectives (alignment)**

**Commented [TB6]: Presented in a graphical format**

## Scope of the LTCP

### Geographic Scope

Add graphic placing CPCA in national context, e.g., major rail, road networks etc

Add graphic placing CPCA in regional context, e.g., STB, cross boundary links/issues etc

Add graphic showing CPCA in more detail, showing each district, main centres, transport infrastructure etc

Commented [TB7]: Presented in a graphical format

### *Description of local areas and distinct places, incl physical, socio-economic characteristics, challenges, and opportunities.*

Each district of Cambridgeshire and Peterborough is different and therefore it is imperative that distinct strategies have been developed for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

#### Fenland

To be updated using local sections text – see local section and evidence base in appendix

#### Greater Cambridge

To be updated using local sections text – see local section and evidence base in appendix

#### Huntingdonshire

To be updated using local sections text – see local section and evidence base in appendix

#### Peterborough

To be updated using local sections text – see local section and evidence base in appendix

#### East Cambridgeshire

To be updated using local sections text – see local section and evidence base in appendix

### *Description of modes*

To be updated using local sections text – see local section and evidence base in appendix

## Developing the LTCP

### *Our partners*

Add diagram outlining internal / external partners such as constituent Councils, delivery partners, businesses, skills, education providers, Network Rail, National Highways etc.

Commented [TB8]: Presented in a graphical format

### *Stakeholder engagement*

To be updated using Consultation report and You Said We Did – this is all documented in the board paper here

CMIS > Meetings

Commented [TB9]: Presented in a graphical format

### *What other strategies will need to be developed*

Add diagram to demonstrate the current and future suite of documents within the LTCP strategic framework

Commented [TB10]: Presented in a graphical format



## Our Strategy

Our Plan is designed to be focused on meeting the Combined Authority's ambitious plans and aims to present a clear strategy for meeting our six goals of Productivity, Connectivity, Health, Safety, Climate and Environment. All of these goals need to be fulfilled if our ambitions are to be met.

In June 2021, our Combined Authority Board agreed that this LTCP would be refreshed and include the recommendations of the Independent Commission on Climate report that stated that measures to reduce car miles driven (including improvements to public transport, trials of on-demand electric buses and infrastructure for walking and cycling) should be implemented to a 15% reduction in car mileage by 2030.

Following thorough analysis by independent consultants, our 15% reduction target (from a 2019 baseline) has been recognised as a very challenging but an achievable target. This analysis showed that adherence with this target would ensure we align with the Government's Climate Change Committee's (CCC) Sixth Carbon budget up until 2028.

To achieve National Government's carbon targets, our own 15% reduction in vehicle kilometres and this Plan's overarching vision, aims and objectives, we will build on existing measures and develop new ones that align with the following three principles:

- AVOID - Avoiding (reduce)
- SHIFT - Shifting (maintain); and
- IMPROVE - Improving.

The objective of our A-S-I approach is to promote alternative mobility solutions and to develop sustainable transport systems for the people and businesses of the region in order to achieve significant carbon emission reductions, reduce energy consumption and less congestion, whilst creating healthier and more attractive places to live and work. We will do this by:

### *Avoid*

**Avoiding** unnecessary travel by reducing the number and length of trips needed. We aim to achieve this through improving planning for homes and employment sites, travel planning and levels of digital connectivity.

### *Shift*

**Shifting** travel choices to more sustainable modes of transport, including public transport, walking, and cycling, away from car use.

### *Improve*

**Improving** the energy efficiency of vehicles and operational efficiency of roads through technology improvements

DIAGRAM: To show the Avoid Shift Improve

Commented [TB11]: Presented in a graphical format

Thorough modelling of "influencing factors that can have an impact on decarbonising our transport network, it has shown that there is no single intervention which can achieve the scale of reduction in vehicle use required. Of the measures tested, Avoid measures (improved digital connectivity, spatial planning) and demand management (pricing strategies and physical measures) have been found to have the greatest influence.

At the strategic level, individual measures have then been packaged together and tested against our target and the CCC pathway aligned to Net Zero target for 2050. Analysis shows that an ambitious programme of realistically deliverable interventions should achieve the Combined Authority target but will still leave a residual gap in cumulative emissions against the CCC pathway. Where appropriate, we will consider, develop, and implement a range of measures including those outlined in the table below:

<b>Intervention</b>	<b>Type</b>
Online services / Substitute trips	Avoid
Area wide Road User Charge	Shift
Carbon based Road User Charge	Shift
Demand Management (Access and capacity constraints)	Shift
Reduced Public Transport fares	Shift
Mass Transit	Shift
WPL	Shift
Parking pricing strategies	Shift
Ultra-low emissions buses	Improve
Rail line reopening	Shift
Rail frequency and capacity Improvements	Shift
New rail stations	Shift
Demand Responsive Transport (DRT)	Shift
Bus priority measures	Shift
Mobility hubs and improved modal integration	Shift
Bike/e-bikes/e-scooter hire schemes	Shift
Cycle infrastructure	Shift
Improved pedestrian facilities	Shift

Demand Management
Active Travel
Public Transport
Technology / Innovation

**INSERT DESCRIPTION: TABLE SHOWING INTERVENTIONS**

## AVOID

### *Need to travel*

The easiest and most effective way of reducing the impacts of business travel is to provide alternatives to travel. With this in mind, we will support the development of, and ensuring fair access to, online options for education, training, and employment as well as access to goods, services, amenities, and social connections that are key to reducing the need to travel. There is clear value in in-person social interaction, and we do not wish to restrict opportunities to travel, however there are a range of options where we can support those who wish to free up the time and cost associated with travel.

COVID-19 has demonstrated the role that digital connectivity can play in enabling many people to work and connect with others remotely and the crisis accelerated the pace of digital adoption in organisations and businesses across many sectors. It showed that digital transformation can help reduce the need to travel through remote working and enable businesses and people to access services and networks online.

Changes in working patterns during the pandemic have resulted in demonstrating the potential of home working to reduce commuter travel and associated emissions. We recognise that home working will not be feasible for many job roles, nor will not be practical for those who lack home environments suitable for work. However, we will look to reduce the need to travel wherever possible with our Planning Authority partners and stakeholders to enable people to live locally and travel less.



DIAGRAM – similar to above on “live locally, travel less”

Commented [TB12]: Presented in a graphical format

There are a number of actions which we can support in order to realise the benefits on everyday lives as a result of a reduced need to travel and these include:

- Journeys short enough to be made on foot and by bicycle.
- Local services which can be reached on foot, by bike, by local public transport and by those without cars.
- A wider range of local services and amenities because the population is sufficient to support them.
- More vibrant town and neighbourhood centres.
- Freedom from large, traffic-generating developments which undermine local services.
- Increased rates of walking, cycling and public transport use and decreased car use, in line with transport, health and urban improvement objectives.

## *Distance travelled*

Alongside more walking, cycling, public and shared transport use, reducing the need to travel and distances travelled plays an important role in tackling private vehicle use whilst improving choice and opportunities for all. This will be delivered in two primary ways.

Firstly, through the effective planning of services so that they are within easy and accessible walking distance for our residents and users. Where appropriate and with the support of the local community we will develop and implement 20-minute neighbourhoods.

Secondly, we will reduce the need to travel by improving digital connectivity (including full fibre broadband, 4G and 5G mobile data connectivity). This will help to reduce the need to travel by providing residents with the ability to work, shop and access services such as medical appointments from home. In doing so we can reduce the number of trips made by car, improving air quality, and creating more welcoming places for people to walk and cycle. England's Economic Heartland predicts that if people who used to commute by car continue to work from home for two days per week, between 10% to 12% of peak hour traffic would be removed.

Flexible working patterns may also help to spread travel demand peaks, helping to manage the impacts of proposed growth on the transport network. When travel is required, digital connectivity is important for supporting Connected and Autonomous Vehicles (CAV) that need 5G connectivity to safely navigate our highways. In addition, connectivity improves the journey experience as it allows the more convenient use of mobile phones for navigation, real time journey information and the booking tickets.

Through the integration of full fibre infrastructure across our region (within our homes, offices, highways, signage, street furniture, public buildings, and medical facilities) would benefit our residents by:

- Increasing our ability to work from home, reducing the need for commuting and transport costs;
- Providing integrated real-time public transport information;
- Allowing traffic sensors to capture data leading to safer and more efficient journeys; and
- Continuing to attract high tech businesses to invest in the area due to good connectivity.

We will work with local partners to develop and implement accessible local community hubs where a range of services, activities, and opportunities are provided, which will lead to greater social cohesion and reduce the need to travel.

### *Remote working*

Remote working reduces the need for residents to travel and so reduces the number of private vehicle trips, particularly at peak times. This will contribute to delivery of net-zero carbon aspirations, improve air quality and free up road space for walking and cycling.

Since the COVID-19 pandemic we have seen the rapid growth in flexible and remote working as this demonstrated the capability for many people to work from home or local hubs. It is expected that there will continue to be a growth in the proportion of people working remotely compared to 2019 levels.

We recognise that not everyone can work from home and there always be some residents who need to travel to work by private car or van. They will be supported by this plan through the reduction car trips and associated congestion via our proposed policies and interventions as outlined in the LTCP.

Reducing the number of vehicle journeys will improve air quality and create more relaxing and welcoming streets. It will also help to improve road safety and free up road space for walking and cycling. Remote working may also reduce the need for car ownership, which helps to free up space for other uses like green and communal space and will allow current parking to be repurposed. as it becomes less needed.

## SHIFT

### *Active Travel*

This plan sets out our commitment to delivering a clear package of policies, investments, and interventions in order to deliver on the government's commitments within Gear Change, so that by 2030 at least half of all journeys in our towns and cities are walked, wheeled, or cycled. Through our programme of targeted interventions and a LTCP vision-led approach, this Plan aims to prioritise active travel and improving accessibility and connectivity for non-motorised transport where appropriate.

In line with the government's revised *Manual for Streets*, our investments will be focused on creating environments that make walking, cycling, wheeling, public transport, and other new forms of mobility the natural first natural choice for journeys, thereby providing people with a real alternative and choice. Through the promotion of behavioural change and a renewed focus on active travel investments this will provide a genuine modal choice and support sustainable growth by improve outcomes for health and wellbeing and the environment.

### *Policy intervention topic: Encouraging a switch to active travel*

#### Introduction

Active travel is important to all of us. Even the shortest of journeys from our front door will usually involve a walk, wheel, or cycle for most of us. They become an integral part of longer trips too, especially when part of a journey by other sustainable forms of transport such as bus or rail. Given that we are all 'active travellers' to a greater or lesser extent, it is perhaps surprising that the design of places has so often seemed to prioritise the needs of vehicles over the needs of people, creating barriers that discourage people from walking or travelling by non-motorised transport.

We must increase the number of journeys walked or wheeled. The argument is compelling as it contributes to almost all of our objectives for this plan as well as all the Government's national priorities. Of all modes of transport, active travel is the least detrimental to the world around us as it uses the least of the earth's resources, whilst polluting the least. Yet, its contribution to wider policy areas is significant.

We are an increasingly sedentary society and the consequences cost the NHS millions of pounds each year and affect the quality of life of so many people. By embracing active travel in our daily lives, we can easily increase the amount of exercise we get, which in turn helps to improve a range of health outcomes.

When it comes to the uptake of active travel across the region, there are large disparities between areas in terms of the number of journeys travelled and consequently the scale and type of interventions that are needed to significantly increase the amount of walking, wheeling, and cycling.

Historically, Cambridge has a proud tradition of active travel. The city is unique in this country in having a very significant level of cycling, with the 2011 Census revealing that 29% of journeys to work were made by bike. The topography of the area lends itself to cycling and where safe infrastructure is provided there is strong evidence that people will commute much further by bike than traditionally assumed. Different types of bikes, such as e-bikes and cargo bikes, are also expanding the range and nature of trips that people are making.

Conversely, elsewhere in the region, rates of walking and cycling are more in line with national averages, especially in rural areas. Despite the topography of the area being ideal for cycling, the lack of road space allocation, poor carriageway condition, perceived and real concerns around safety, lack of connectivity (especially in our rural areas) and conflicting needs of different roads users are among the reasons given as to why people travel by private car rather than active travel modes.

Without investment in active travel infrastructure, travel by these modes will remain an unattractive option/alternative. This can create a vicious cycle of fewer trips being made by active travel modes, and more being made by private car, contributing towards greater levels of congestion from shorter car trips, a deterioration in local air quality and missed opportunities to improve the health of our local communities. Yet there is clearly an appetite across the region to use active travel more often as part of our daily lives as figures from the pandemic demonstrate. Across Peterborough and all districts outside of Cambridge city, there was an increase in cycling, showing that when the conditions are right, people will swap their cars for active travel modes. Therefore, the challenge for us is to recreate those conditions whereby walking, wheeling, and cycling is the obvious and easiest mode of choice for many more trips than at present.

It is essential to make cycling a natural first choice for everyone and therefore it is important that we make it simple to access a bicycle. The availability of shared bicycles and e-bikes will help to make cycling a convenient option for all residents. Simple, low-cost access to e-bikes will also open this mode up to a wider range of people, including those with disabilities.

**All sections below will include the information summarised as per this Active Travel Section**

**You said:**

“Overall stronger emphasis on active travel. Inclusion of the connection of high-quality public realm with high levels of walking and cycling being an attractor to businesses, and therefore part of the economic growth agenda”

“Needs more firm commitment to the role of active travel for rural areas.”

**Evidence**

Need to add Evidence base

**Commented [TB13]: To be updated ahead of publication – see Evidence section**

**Description of an appropriate graphic to be developed**  
**Diagram to include Road User hierarchy and Healthy Street indicator**

**Policy good practice**

- Histon Road
- Fendon Road/Mowbray Road roundabout
- Bus stop bypasses
- North west Cambridge development

**Commented [TB14]: To include examples of good practise across the region – some potential examples given**

**Policy statements:**

1. This Plan recognises the important link between people and place and the benefits that a high-quality public realm that encourages high levels of walking and cycling can bring to the local economy as well as benefiting the environment. We will support interventions that contribute to making active travel the obvious first choice for most short trips, or as part of a longer trip by other forms of sustainable transport. This investment in world-

class Dutch-quality walking and cycling facilities will include a network of segregated cycleways across our region, designed to accommodate a wide range of non-motorised users including horse riders and carriage drivers. In addition, we will support measures that improve and enhance the public realm and that prioritise pedestrians and non-motorised users over vehicles. The principles of Healthy Streets and the indicators identified within this approach will form our framework for future plans and investment priorities. Measures will be tailored to the individual location as what works in one place will not necessarily be appropriate for another. A range of tools exists that can achieve this and may include interventions such as 20mph zones to reduce vehicle speeds, road space reallocation, and modal filters.

2. We will work with partners to investigate, develop, and implement appropriate Low Traffic Neighbourhoods (LTNs) across the region to reduce motor traffic, and in doing so, reduce air pollution, noise pollution and road accidents. In addition, they will make the character of residential streets more pleasant, inclusive, and safer for people to walk and cycle, whilst creating spaces to play and socialise. Buses would be appropriately routed to provide improved connectivity thereby reducing traffic levels and helping to connect people to local amenities. In addition, we support the idea and appropriate implementation of 20-minute neighbourhoods and the implementation of these will be assessed across our region. These will ensure that within urban areas a complete, compact, and connected neighbourhood is provided, where people's everyday needs can be met within a short walk or cycle. As a result of successful implementation, appropriate 20-minute neighbourhoods and LTNs can boost local economies, improve health and wellbeing, increase social connections within our communities, and help to tackle climate change.
3. Active travel measures have the potential to create more inclusive communities, so that people do not need to be able to afford to run and/or have access to a private car in order to access key destinations and opportunities for work, education, leisure, or services. The active travel infrastructure itself needs to be inclusive through consideration being given to the needs of the wider range of non-motorised users (NMUs) such as wheelchair users, mobility scooters, pushchairs, adapted cycles, e-cycles and cargo bikes. Whilst the focus of this Plan is on utilitarian walking, wheeling, and cycling journeys, it is recognised that these can overlap and sometimes conflict with those being made for leisure purposes or to access the wider public rights of way network, especially outside built-up areas. A key focus of our strategy will be the investigation, development, and implementation of key connections within our rural environment to ensure that active travel is a feasible and safe option. In addition, improvements to the public rights of way network itself are set out in the Rights of Way Improvement Plans (ROWIPs), any new or enhanced active travel infrastructure must protect and consider the needs of those walking, cycling and horse riding as a leisure, recreational or commercial activity from the outset of the project.
4. New developments provide real opportunities to embrace and proactively promote and encourage active travel. When people undertake a major lifestyle change such as moving to a new house or job, it can be the catalyst for trying something new or rethinking entrenched behaviours. To capitalise on this and to ensure that active travel is the obvious mode of choice for shorter journeys, high quality infrastructure must be provided from the outset. The principles outlined in the *Manual for Streets*, *LTN1/20*, the *Cambridgeshire Active Travel Design Guide*, and the emerging *Active Travel Toolkit for New Developments* must be reflected in new developments. It is important that the different needs of pedestrians and wheelers are considered separately to those of cyclists and that internal networks are designed to be coherent, direct, safe, comfortable, and attractive. We will work with our District and City Council partners to ensure that appropriate active travel routes are safeguarded within Local Plans.



5. Where existing highway infrastructure is being maintained or improved, either by our Local Highways Authorities or by National Highways, it is expected that opportunities will proactively be sought to improve or enhance the provision for active travel. Where new infrastructure is being delivered, be it highway, rail, or busway, it is expected that parallel provision for active travel and non-motorised users (NMUs) is planned for from the inception of the project, and opportunities sought to connect with existing provision. Any severance in our existing provision, including for NMUs, must be addressed in the planning of the scheme to ensure that coherent networks are maintained and enhanced.
6. In creating more conducive environments for people to walk, wheel and cycle it is reasonable that people want assurance that the places they need to get to are well connected, safe, direct, and pleasant to use. It is recognised that current provision varies across the plan area with a very well-developed network in Cambridge and its immediate hinterlands, meanwhile our rural areas are not as well developed, primarily due to low population densities, lack of viable on-carriageway solutions and higher costs due to longer distances. Despite this, consultation feedback has consistently demonstrated an appetite for active travel in rural areas. The *Cambridgeshire LCWIP*, *Peterborough LCWIP*, *Cambridgeshire Active Travel Strategy*, and district-based Transport Strategies give greater detail on the nature and location of specific improvements.
7. In rural areas, the priority will be to provide new or improved connections to key services in towns and villages, employment centres, transport hubs and places of education which are within walking or cycling distance. Around Greater Cambridge, priority will be to improve links from outlying villages to places of education, transport hubs and connections between and to the Greenways. The focus will be on providing routes segregated from traffic or modal filters to reduce traffic volumes where appropriate alternative routes exist. Where highway space is insufficient for segregation private land will be sought along field edges.
8. In urban areas, expansion of the cycling network will focus on filling in the gaps, removing barriers and identifying new routes to create a safe, convenient, direct cycle network linking to education, employment, public transport hubs, shops, and other services. Improvements will include improving junctions, provision of segregated facilities, speed and traffic reduction measures along main radial and orbital roads, widening existing or providing new paths and removing or designing out the need for physical barriers.

Possible statement around school journeys

Possible statement around behaviour changes and softer measures, incorporating bike training, information availability etc

Indicator/s

- Number of trips undertaken on foot or by bike
- Increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035
- 55% of primary school-aged children to walk to school by 2025

Links to relevant policies and documents:

- Gear Change – a bold vision for walking and cycling (2020)
- Second Cycling and Walking Investment Strategy (2022)
- LTN1/20 Cycle infrastructure design (2020)
- Manual for Streets
- Draft Cambridgeshire Active Travel Strategy (2023)

**Commented [TB15]: Additional policy statement to be included around school journeys, behaviour change and softer measures (training, information, and availability)**

**Commented [TB16]: Presented in a graphical format**

**Commented [TB17]: Presented in a graphical format**

- Cambridgeshire Local Cycling and Walking Infrastructure Plan (2022)
- Peterborough Local Cycling and Walking Infrastructure Plan
- East Cambridgeshire Cycling and Walking Routes Strategy
- Fenland Walking, Cycling and Mobility Aid Improvement Strategy
- Cambridgeshire Rights of Way Improvement Plan
- Peterborough Rights of Way Improvement Plan (2016)
- Healthy Streets
- Highway Code update

This policy intervention contributes to the following local objectives:

- Housing
- Employment
- Business and Tourism
- Accessibility
- Health and Wellbeing
- Air quality
- Safety
- Environment
- Climate Change

Commented [TB18]: Presented in a graphical format

This policy intervention contributes to the following national priorities:

- Growing and Levelling up the Economy
- Improving Transport for the user
- Reducing Environmental Impacts

Commented [TB19]: Presented in a graphical format

## Public Transport

### *Policy intervention topic: Encouraging a switch to public transport*

#### Introduction

To successfully meet the vision and goals for this Plan it is important that we deliver an integrated public transport network. This includes:

- Accessible, affordable, reliable, safe, and frequent public and community transport; and
- Integrated and seamless interchanges between modes.

We want to encourage shift from the private car to public transport (and active travel modes) thereby reducing 'car dependency' and helping to meet net zero and our target of reducing traffic levels by 15%. A shift away from a car to bus or train (and active travel) makes more efficient use of the available space on the network, as well as offering the opportunity to move higher numbers of those wishing to travel and to do so on vehicles with cleaner and more efficient emission standards, such as electric and alternative fuelled buses and trains.

#### **Diagram to show space of public transport and number of cars that would be needed.**

Commented [TB20]: To be presented in diagrammatic form

Each district in our area has their own characteristics and requirements and offer different levels of public transport currently. You can find view our proposals for each area here:

#### **5 links to local sections: East-Cambs Fenland Gtr-Cambridge Huntingdonshire P'boro**

Commented [TB21]: Presented in a graphical format

#### Interchange

The first and last mile of any journey is primarily completed on active travel, and therefore we will work with partners such as Active Travel England to ensure that there is seamless and integrated interchange between modes and passenger transport. This includes examining ways to improve waiting facilities so that they are high-quality, safe, comfortable, and resistant to inclement weather and are compatible with active travel modes. We will investigate options for locating new interchange facilities and travel hubs in areas which maximise modal shift on to public transport.

#### Buses

Buses form a fundamental component of our transport network, allowing people to access key services and employment opportunities, which is so key for our economy. We will improve our public transport offer by developing and delivering the most appropriate financial and operational framework for buses. We want to create a virtuous circle: increasing usage, with reduced operating costs so better services can be sustained without a permanently higher per-passenger subsidy.

Our ambition is to see Cambridgeshire and Peterborough at the forefront of excellent public transport provision. We aim to transform bus travel – offering high levels of convenience and connectivity – not just in our urban areas, but across the entire region, including rural areas and market towns; something not seen on such a scale anywhere else in the UK. We will deliver a fully integrated bus network, serving the needs of the region. We want to make journeys quicker, cheaper, and more reliable, delivering attractive, environmentally friendly

services across our area. To do that, we need to improve the whole journey, ensuring off-bus infrastructure and services complement the on-bus travel experience. We want to totally transform the image of bus travel, so that people feel good about using buses.

Better bus services will benefit everyone. They will provide easier access to education, training, and employment opportunities, as well as the ability to reach a wider range of shopping and leisure facilities. Equally, they will provide a real alternative to using the car.

In using the bus, people will be championing a response to the climate emergency and the achievement of a fairer society.

The recently adopted *Cambridgeshire and Peterborough Bus Strategy* sets out the ways in which we want to make bus travel more convenient, very attractive and easy to use, such that it becomes the obvious way to make a journey. This means improving every aspect of the current service, building on the strong foundations already in place, including the Busway, Cambridge Park & Ride, and demand responsive TING service.

We need to do much more to improve our bus network and address some key challenges that have been highlighted in local public engagement exercises over recent years:

- Bus services do not offer a practical option for many journeys because they are not valuable, do not go to the right places at suitable times, or are too infrequent.
- They may not be co-ordinated to connect with other services and are perceived as being unreliable and offering no advantage over the private car.
- Considered expensive by many and not value for money.
- The attractiveness of bus travel is hampered by inadequate information, difficult to understand timetables, complex fares, and variable standards of services.
- Poor reliability – 65% of bus users want to see more reliable bus services, followed by more frequent services and faster bus journey times.
- Inconvenience – 58% of non-bus users cited inconvenience as the reason for not using the bus, seeing cars as a faster and cheaper way to travel.

Success in achieving this Plan's vision will mean more travel by bus and less reliance on car travel. This in turn will help us maintain economic growth, care for the environment, and improve quality of life. To realise the vision, the Bus Strategy seeks to achieve the following:

- A comprehensive bus network, better connecting people to places across all parts of the region and beyond.
- Buses are part of a fully integrated and planned transport system.
- A more affordable network, with simplified fares and capping across the network.
- A transition to new, low emission vehicles, providing all the benefits of modern bus travel.
- A more understandable bus network, services, and fares, with clear information at all stages of a journeys and easy ticketing.
- Faster and more punctual journeys by bus, delivered with more, effective bus priority measures.
- High quality passenger waiting facilities. Good quality services with high levels of satisfaction amongst customers.
- A doubling of bus passengers (based on 2019/20 levels) by 2030. Less traffic and congestion by attracting car users to buses.

- Better bus infrastructure, including bus shelters and widespread real time information coverage.

Achieving these outcomes will rely on the delivery of a programme of evidence-based interventions across the Cambridgeshire and Peterborough geography. Bold decisions will be needed, backed by a steady, consistent, and determined approach to delivering a better bus network for all. Significant capital and revenue funding sources will need to be identified from various sources to realise our ambition.

Working with partners, we aim to deliver an enhanced bus network, both in existing areas and at our new settlements, with more reliable, faster, and more frequent services that opens up access to employment, education and services and becomes the natural choice for many more people. Our Bus Strategy and Bus Service Improvement Plan (BSIP) will aim to ensure that everyone should have the opportunity to travel; their chances in life should not be constrained by the lack of travel facilities open to them.

This Plan supports the work of the Greater Cambridge Partnership, who are developing their 'Making Connections Project'. This aims to provide a competitive, comprehensive public transport network and reduce traffic levels in and around Cambridge city by 10-15% on 2011 levels in order to improve journey times and reduce pollution.

### Demand Responsive Transport (DRT)

We recognise that we have vast rural and less accessible areas where existing bus travel is sparse or even non-existent. We will look to tackle this by expanding the bus network into rural areas where this is possible and delivering Demand Responsive Transport (DRT) in other areas.

We launched TING (our new on-demand bus service) in October 2021 to support rural communities across the western part of Huntingdonshire. The 'Uber' style bus service is operated by Vectare with the aim to increase accessibility across the area, especially without having to rely on the private car. The TING branded fleet of single deck vehicles, provide an overlay service, and operate in addition to the existing bus services currently running across the area. The six-month trial has been extended to provide a viable public transport option to increase accessibility and to get people out of their cars and supports its plans to help the region meet the 2050 Net Zero target. Following a thorough assessment of the TING and a network review, we will look to roll out the Demand Responsive Transport network across the region in a phased, prioritised approach in the most appropriate areas across the region.

### Rail

We will promote a range of schemes to help encourage and accommodate this trend and continue to work and lobby rail operators to improve services for users and facilitate interaction with the community via local Rail User Groups.

We will also promote new railway stations in the region, including Cambridge South station, the construction of which would provide much needed additional capacity near the Cambridge Biomedical Campus. Where new stations are required to facilitate new development, we will also support Local Planning Authorities in ensuring these are delivered in line with local and national government policies.

We support delivery of new rail links, such as East West Rail that will transform public transport connectivity along the Oxford to Cambridge corridor. A link connecting Wisbech, and its surrounding hinterlands will be progressed and delivered as this would improve public transport connectivity and allow the area to truly meet its potential through the provision of greater accessibility.

In addition, we will continue to support, lobby, and promote nationally significant rail improvements such as Ely Area Capacity Enhancements (EACE) and Snailwell Loop scheme will enable more frequent services and make journeys quicker for passengers, whilst improving the potential for greater freight movements.

We will investigate the potential reopening of the rail line between March and Wisbech that would bring greater employment, educational, retail and health opportunities and housing growth. As this scheme is developed, we will examine the use innovative technologies to deliver the most appropriate solution.

#### Policy statement:

Our affordable, public transport network will promote social inclusion, with four key factors being considered: it must be available, accessible, affordable, and appropriate.

#### 'Greening the fleet'

As well as achieving reductions in vehicle mileage and shifting journeys to sustainable modes such as active travel and an affordable public transport, it is crucial that we ensure our public transport offering is leading the way on the use of alternative fuels, to tackle our net zero and air quality targets. 'Greening' of public transport vehicle fleets and improvements to transport infrastructure to enable easy uptake of low emission transport modes.

We will work with local partners to develop a charging network for electric vehicles (EVs); improving public transport through new infrastructure, bus reform and network improvement and replacement electric buses.

The Greater Cambridge Partnership recently funded two electric buses in Cambridge to understand and examine their operation on the local network. The P's Smart Cambridge workstream also supported a project trialling the use of autonomous shuttles running between Maddingley Park & Ride and the West Cambridge site.

Overall, there are around 350 buses operating on the urban and interurban bus network across the Combined Authority area. We and our partners have successfully secured funding from Zero Emission Bus Regional Areas allocation that will enable us to replace 10% of the most heavily polluting fleet with the electric vehicles entering into operational service in 2023. The bid aligned with our vision to develop and implement a rolling programme to replace 30-35 buses a year across the region to decarbonise the entire network affordably, progressively, and systematically. By funding electric bus charging infrastructure in the region now, we are starting to remove a significant barrier to operator transition to zero emission vehicles by our local bus.

You said

*“The draft LTCP has a strong focus on transporting people between towns and cities; however, the needs of older people may not be to travel between towns and cities but to travel within them. We would like to see a much stronger focus on addressing the rural transport needs of the region.”*

*“The LTCP should include a commitment to work with local authorities and other stakeholders to improve rail connectivity and services across the area.”*

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

**Commented [TB22]:** To reflect similar to Active Travel Section and presented in diagrammatical form

## Future Mobility and Shared Modes

### Policy Statement – Future Mobility and Shared modes

#### Introduction

We will invest in future mobility across the region. It is our desire to deliver a step change in mobility across the region that is firmly focused on local needs, places, and people; providing significant benefit for all, especially those within our hardest to reach communities that could be left behind as technology moves forwards.

Technological advances in mobility will reduce our dependency on single occupancy car journeys through the creation of a connected and integrated transport system. Emerging technologies will promote easy navigation and transition between sustainable transport modes using density and critical mass to support and sustain public transport solutions. Therefore, we will continue to explore the role that new technologies can have in catering for first and last mile trips, such as e-scooters and e-bikes, and how best these initiatives are integrated seamlessly into our overarching transport network.

In addition, there is an opportunity to use new and developing technologies to help improve freight deliveries, including initiatives such as consolidated delivery hubs and the facilitation of more sustainable last mile delivery options.

It is expected that the future of mobility will be revolutionised through the introduction of autonomous vehicles which use artificial intelligence, cameras, and sensors to detect their surroundings and to navigate and avoid obstacles without the need for human input. In the same way that electric vehicles require an appropriate charging infrastructure to make their roll-out a reality, autonomous vehicles need good mobile coverage to operate effectively. As part of the Plan's digital policy, we will work with partners to expand and improve our mobile coverage.

#### You said

*"It would be helpful to include a behaviour change section which mentions in more detail Mobility as a Service (MaaS) and Journey Planning".*

*"Meeting the growing demand for fast deliveries of goods and services in a way that avoids negative impacts. Numerous vehicles pulling up at the kerb to make deliveries has an impact on the public realm, public safety (conflict with pedestrians and cyclists) and the quality of life of people living and working in the area, adding unnecessarily high levels of congestion, pollution, and environmental impacts."*

#### Evidence

To be updated

#### Description of an appropriate graphic to be developed

To be updated

#### Policy good practice

To be updated

#### Policy statements:

To be updated

#### Indicator/s

To be updated



Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

**Commented [TB23]: To reflect similar to Active Travel Section and presented in diagrammatical form**

## Freight

### Policy intervention topic: Freight

#### Introduction

The country's and region's freight should be economically efficient, reliable, resilient, and environmentally sustainable and its needs considered alongside those of other users. This Plan sets a clear plan for freight operators that is consistent with the objectives set out in the Future of Freight plan.

Our communities depend upon regional, national, and international connectivity to drive economic prosperity. We must therefore ensure that our businesses are connected sustainably to the main transport hubs, ports, and airports. However, we also recognise the many challenges that moving goods and freight between hubs, businesses and homes brings, and we will look to ensure that this is done in a safe, efficient, and sustainable way.

We will encourage the sustainable distribution of goods through minimising road-based travel and the associated environmental impacts of road haulage. It seeks to maintain economic efficiency and help improve the quality of life for the residents of the region by reducing the environmental impact of freight movement and reduce the impact of HGVs on inappropriate routes e.g., through residential neighbourhoods and areas with weight restrictions.

The freight system helps meet the UK's most essential needs: it supplies food to supermarkets and fuel to petrol stations, carries medical products to hospitals, and delivers letters and parcels to homes and businesses. The freight system plays a vital role in supporting economic activity: it transports raw materials and intermediate products to factories, goods to ports and products to retailers, supporting manufacturing, exports, and consumers.

#### Policy statement

A key priority for the LTCP is to shift goods and freight movements on to more sustainable modes of travel. Encouraging all those involved in moving goods and freight to use Alternative Fuelled Vehicles will be a priority.

We will look to utilise a first/last mile strategy for deliveries. Electric last mile delivery vehicles are increasingly desirable but important to balance sustainability and environmental consciousness whilst lowering fuel bills and significantly less vehicle maintenance. Therefore, we will work with partners to actively encourage the more sustainable first/last mile delivery strategy is implemented within our cities and urban centres, wherever possible.

We will support infrastructure and signalling enhancements to improve rail freight capacity, taking freight off the road network, and moving it across the region more sustainably. These interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish. We will work with neighbouring Local Authorities and partners to look at schemes and initiatives that improve access to London Stansted and London Luton Airports.

Rail improvements such as Ely Area Capacity Enhancements (EACE) and Snailwell Loop schemes within our region and Haughley Junction in Suffolk will enable more frequent services

and make journeys quicker for passengers, whilst improving the potential for greater freight movements.

We also recognise that road freight, both strategic and local, continues to play a huge role in our region and to that end, we will aim to make this more efficient, safer and to shift this to more sustainable fuelled vehicles. For example, we are currently working in partnership with National Highways to assess the viability of dualling the A47 that would significantly improve east-west movement. We will continue to work with England's Economic Heartland to understand the complexity of movements in and through the Oxford-Northampton-Peterborough corridor and promote the appropriate schemes that emerge from this study.

In addition, we will work with partners to deliver more and better overnight parking and stopping facilities for drivers of HCVs. Through collaborative working with our partners, we will look to locate freight distribution centres in areas that facilitate more sustainable and effective movements. Our position in relation to freight will be further enhanced through the development of Quality Freight Partnerships.

Given freight's role as a major road network user, improving freight operations will help reduce conflicts with other modes of transport, pedestrians, and cyclists. Therefore, safety remains a fundamental consideration for freight and the movement of goods. We will continue to work with partners, particularly the Local Highway Authority, to ensure road freight moves on appropriate routes, utilising appropriate route mapping to reduce conflicts between HGVs, HCVs and other road users, particularly vulnerable users.

- We will continue to work with partners to develop and implement an appropriate Freight Strategy for the whole region. This will consider the efficient movement of goods and services, whilst balancing this with the needs of the local community and environment. Through this Strategy, we and our partners will:
- Identify hotspots where enforcement is needed and use the information to influence the industry and the Police on education and enforcing restrictions;
- Understand the region's agricultural traffic movements and how these can be better accommodated to reduce their adverse impact on the transport network;
- Encourage freight operators to use specialised satellite navigation systems that produce specialist information for HCV drivers;
- Support constituent Councils in securing lorry parking facilities across the region and encourage developers to provide safe, secure lorry parks at strategic points across Cambridgeshire and Peterborough, especially along the strategic routes and in towns and development with a high generation of HCV traffic;
- Reduce the number of vehicle journeys and thereby the carbon emissions and other pollutants which can be directly detrimental to human health. This will include support for the concept of 'secure freight consolidation centres', last mile delivery and alternative fuelled vehicles where appropriate;
- Supporting constituent Councils and partners to manage deliveries within towns and cities, such as maximising deliveries during the off-peak period and encouraging last mile deliveries by cargo bikes other sustainable modes;
- Liaise with Planning Authorities to identify and investigate freight issues and bring together spatial planning, freight transport and transport planning interests; and
- Seek funding from new and innovative sources to help us deliver our priorities to develop a fit-for-purpose freight network that allows Cambridgeshire and Peterborough to grow and prosper with due regard for a sense of well-being overall.

The deliverables of the Freight Strategy will be monitored and updated on a regular basis to ensure that the changing demands of the freight sector are considered and subsequently examine how new, emerging initiatives can be utilised.

#### You said

*“Encourage a shift from road-borne freight to less environmentally damaging modes such as rail.”*

*“Meet the growing demand for fast deliveries of goods and services in a way that avoids negative impacts. Numerous vehicles pulling up at the kerb to make deliveries has an impact on the public realm, public safety (conflict with pedestrians and cyclists) and the quality of life of people living and working in the area, adding unnecessarily high levels of congestion, pollution, and environmental impacts. “*

*“Work with delivery/logistics operators to integrate first-mile pickup and last-mile deliveries.”*

#### Evidence

To be updated

#### Description of an appropriate graphic to be developed

To be updated

#### Policy good practice

To be updated

#### Policy statements:

To be updated

#### Indicator/s

To be updated

#### Links to relevant policies and documents:

To be updated

#### *This policy intervention contributes to the following local objectives:*

To be updated

#### *This policy intervention contributes to the following national priorities:*

To be updated

**Commented [TB24]: To reflect similar to Active Travel Section and presented in diagrammatical form**

## Demand Management

### Policy intervention topic: Demand Management

#### Introduction

If we are to meet the challenge of climate change in a meaningful and effective way and meet our local target of reducing the number of vehicle kms by 15%, we need a radically rethink about how we use road space and its allocation between different competing modes. Demand needs to be managed appropriately to enable us to meet our local objectives as well as national priorities and give greater priority to active travel and public transport.

If we are to achieve our vision, there will also be situations where it is necessary to actively discourage private car use. This may include consideration of demand management measures to help tackle local traffic and the associated issues. Travel Demand Management (TDM) is an umbrella term for the application of strategies and policies to reduce travel demand, or to redistribute this demand in space, mode or in time. TDM measures could include traffic reduction schemes, traffic filters, road user or congestion charging, workplace parking schemes, changes to the availability or price of parking and low traffic neighbourhoods.

An effective TDM plan is based around four key pillars: the creation of capacity; the provision of genuine alternatives through a safe, integrated network; network management; and travel behaviour change solutions.

The use of a package of TDM measures can bring forward a number of benefits to the local community and their use will be investigated in specific locations across the region. It is essential that when any TDM project and associated measures are developed, due consideration is given as to whether they are appropriate to the environment, communities whilst considering localised demographics, challenges, and issues.

For any TDM to be successfully implemented, it is important that the following success factors are taken into consideration:

- Level of support and endorsement from public sector partners to provide the relevant leadership;
- A clear definition of the problem to understand the size of the challenge in the local environment;
- The provision of a range of alternative travel options;
- Due consultation and engagement when shaping the appropriate TDM scheme for the local environment;
- Quality of information provided to the audience must be of the highest quality, thereby ensuring trust and credibility in the process is maintained;
- Time and resources available to implement the programme; and
- The ability to track and monitor your impact, thereby able to make the necessary changes as lessons are learnt at the local level.

Any decisions on the mix of TDMs that might be deployed across the region, the relative priority accorded to such interventions and their potential timing, will depend on the effectiveness of the policy levers in achieving the goals and outcomes of the strategy and other considerations. Any proposals in the longer term for demand management would be

subject to full public and stakeholder consultation, allowing the decision makers to consider public attitudes alongside other salient factors before concluding.

### You said

*“Needs to be more of an acknowledgement that building to LTN1/20 compliance will need a complete rethink about how we design and build; road space reallocation away from motor vehicles needs to become the norm.”*

*“Recognise that improvements on the network are needed but would like reassurance that private car use is restricted to enable walking, cycling and public transport journeys to flow seamlessly.”*

*“Building new roads is not the answer to our transport problems. Where projects are being proposed to increase road space that any additional space is reallocated to improve facilities for walking, cycling and public transport as well as enabling freight to move more efficiently.”*

### Evidence

To be updated

### Description of an appropriate graphic to be developed

To be updated

### Policy good practice

To be updated

### Policy statements:

To be updated

### Indicator/s

To be updated

### Links to relevant policies and documents:

To be updated

### This policy intervention contributes to the following local objectives:

To be updated

### This policy intervention contributes to the following national priorities:

To be updated

**Commented [TB25]:** To reflect similar to Active Travel Section and presented in diagrammatical form

## Improve

### Alternative Fuels

#### Policy intervention topic: Use of alternative fuels

##### Introduction

The transport network needs to be resilient and adaptable to climate change. It is recognised that the transport network does not always function flawlessly and is subject to internal and external stresses (human and environmental disruptions) that can cause delays. We must therefore make the transport network resilient and adaptive to human and environmental disruption.

To successfully meet our climate change objective, it is important to minimise the impact of transport and travel on climate change. We understand that climate change, a global issue, requires interventions at the local level. By committing to a target of net zero carbon by 2050, the region must be at the forefront of driving reductions in emissions from the transport sector. We and our constituent Councils signed up to the recommendations outlined in the Cambridgeshire and Peterborough Independent Commission on Climate Report and this Plan aims to provide the framework to allow for appropriate and timely progress.

Active travel and the use of public transport have a significant positive environmental and societal impact there will be a need for the car, especially within rural areas where public transport may not be accessible, switching to an ultra-low emission vehicle (ULEV) will significantly reduce environment impact and be part of a wide range of tools to help us to achieve net zero.

Electric vehicles require appropriate infrastructure, such as charging points, before they become a viable transport option. The more urban areas of South Cambridgeshire, Cambridge and Peterborough all have charging point numbers broadly in line with the national average, while the more rural areas of East Cambridgeshire, Huntingdonshire and Fenland have numbers significantly below the national average. If widespread roll-out of electric vehicles is to become a reality across the region, a concerted effort will be needed to provide better charging provision across its geography, not only in more urban areas.

There are several barriers to uptake of EVs and hydrogen vehicles in Cambridgeshire and Peterborough and nationally, including:

- A lack of charge points – at home, at destination locations and on the strategic road network.
- Grid constraint – new and existing developments lack the necessary electricity distribution capacity to install charge points.
- Cost of vehicles – new EVs are significantly more expensive than internal combustion engine vehicles.
- Public perception – as an unfamiliar technology, not yet adopted at scale, there are issues around perceived reliability/range etc.
- Varied charging adapters – different car makes/models use different adapters decreasing the number of available charge points.
- Varied business models – different payment methods prohibit the uptake of EVs.

Our Alternative Fuelled Vehicle Strategy and associated Implementation Plan will ensure a continued focus on the development of the appropriate infrastructure across the region. In the same way that electric vehicles require charging infrastructure to make their roll-out a reality, autonomous vehicles need good mobile coverage to operate effectively. It is expected that for autonomous vehicles to be effective 5G coverage will be required. 5G is currently unavailable in some areas of the UK, but current rates of 4G coverage provide a good proxy for what 5G coverage might look like in the future.

The implementation of the East Anglian Alternative Fuels Strategy (EAAFS) is key in ensuring that the impacts of climate change are addressed at the very local level. This focuses on how the uptake of alternatively fuelled land vehicles can be boosted across East Anglia, what and how much infrastructure (such as electric vehicles charge points) needs to be delivered to support this transition, and other policies and actions that will be necessary to deliver a decarbonised transport system. The alternative fuelled vehicles (AFV) covered in this Strategy include battery electric, hydrogen fuel cell and renewable natural gas vehicles.

### You said

*“We welcome the commitment the roll out of electric vehicle charging infrastructure particularly in those districts with low provision such as East Cambridgeshire. The Council is working on a scheme currently to install charging points in some of its car parks but more are urgently needed. There are electricity grid capacity issues regarding this and the Council would like to understand how the grid improvements that are required will be delivered.”*

*“Suggest that to support the shift towards electric vehicles, the Combined Authority commits to working with government and relevant partners to accelerate delivery of new grid capacity to underpin decarbonisation of both private and public transport across the area. Strong links must be made between the deliverables of the LTCP and work to develop a Local Area Energy Plan for Cambridgeshire, which will need to consider electrification of transport and the additional grid infrastructure requirements to support this”.*

### Evidence

To be updated

### Description of an appropriate graphic to be developed

To be updated

### Policy good practice

To be updated

### Policy statements:

To be updated

### Indicator/s

To be updated

### Links to relevant policies and documents:

To be updated

### This policy intervention contributes to the following local objectives:

To be updated

### This policy intervention contributes to the following national priorities:

To be updated

**Commented [TB26]:** To reflect similar to Active Travel Section and presented in diagrammatical form



## Safety

### Policy intervention topic: Improve Safety

#### Introduction

Improving road safety is a fundamental part of our Plan and is an absolute priority. Road safety is a key component and a key driver in everything we and our partners deliver.

We all have a responsibility for road safety – either as road users, Local Authorities, or transport providers. It is also important that we improve the perceptions of safety as these can often be barriers themselves. Having seen significant progress in reducing road casualties during the early part of the century; since 2010 this progress has stalled and requires considerable attention to achieve further reductions in the coming decades. The number of deaths and injuries on our roads is still far too high, and progress was slowing before the Covid-19 pandemic.

In 2020, 411 people were killed or seriously injured.

Currently 19% of KSI collisions involve cyclists, and a further 9% involve pedestrians. We need to ensure we provide a safer road environment that gives people the confidence to make this shift to active travel modes. In addition, it is important to manage potential conflicts between cyclists, equestrians, and pedestrian (and other modes such as e-bikes, e-scooters, scooters) and the specific issues faced by the disabled.

As well as having a devastating effect on the lives of the people who have been injured, but also their families and friends, serious collisions can deeply affect many people in the wider community and extended road closures can have serious consequences for the road user and the economic prosperity. The annual cost to society of road accidents in the region is estimated to be £822m and the misery which it inflicts on the injured and bereaved families is immeasurable.

#### Partnership working

We will commit to working closely with our partners to deliver improved safety across our transport network. It is essential that we and our partners continue to seek to identify, analyse, and develop solutions to transportation hazards through the embedding of safety conscious planning that addresses highway, public transport, pedestrian, bicycle, equestrian, and heavy vehicle safety. We will continue to work with partners to create active travel routes that reduce the number of interactions with HCVs and buses.

We will continue to work with the Cambridgeshire and Peterborough Road Safety Partnership and other agencies, such as the Police and Fire Services to provide a safe transport network. The Road Safety Partnership deliver, influence and support evidence-led highway design and road safety interventions to improve safety on the highway network, and to fund education, training, and publicity programmes to improve road user behaviour and reduce casualty numbers, aspiring to 'zero tolerance' of transport-related deaths.



**DIAGRAM – VISION ZERO PARTNERSHIP**

We will continue to work closely with the Cambridgeshire and Peterborough Vision Zero Partnership to achieve our overarching safety goals – with regular direction given to and from the Combined Authority Board.

The aim of vision zero is to have zero road fatalities or life-changing injuries on the region’s transport system by 2050. This aligns with and will contribute to the global political commitment to improve road safety made through the *Stockholm Declaration*. Whilst zero road fatalities or life changing injuries is our overall target, it is important to recognise it is an ambition that helps set the tone of what we are seeking to achieve rather than actual end point. We adopt local targets to measure and monitor progress. Given the international adoption of a 2030 target of a 50% reduction in road deaths and serious injuries using a 2021 baseline, this is a suitable target for the Vision Zero Partnership.

Therefore, we will work closely with the Local Highway Authorities to unlock and secure funding for road safety interventions and to develop a system led approach to tackling network safety.

We will investigate the implementation of 20mph zones in urban areas where these are appropriate and in addition, we will continue to utilise road safety initiatives that recognise the commitments outlined in the U “Stockholm Declaration” especially in relation to 20mph in built-up areas; to reduce speeds, improve levels of road safety and encourage walking and cycling as day-to-day forms of travel.

Another key tool is having well-designed streets and public spaces which increase the attractiveness and safety of the environment which help improve people’s health by reducing social isolation, which is harmful for physical and mental health. Our transport system will make it easier and safer for all of society to walk, cycle and wheel to the shops, schools, and other amenities.

## Policy Statement

We will include measures which promote inclusivity for those more vulnerable in society of whom personal safety is more acute, such as females, older people, those with pushchairs, disabled people, cyclists, equestrian users, those with mental health concerns, and the LGBTQ+ community.

Commented [TB27]: Included as a direct response to the consultation

## You said

*“20mph zones for safety of pedestrians and cyclists would be a good idea and help switch away from cars, particularly an issue with school traffic.”*

*“The safety of the transport modes should be considered from both physical safety through the prevention of accidents as well as personal safety in terms of individual passengers feeling safe in their surroundings.”*

*“Vision Zero includes an intermediate goal of reducing KSI on our roads by at least 50% by 2030. The LTCP must include intermediate goals such as this.”*

## Evidence

To be updated

## Description of an appropriate graphic to be developed

To be updated

## Policy good practice

To be updated

## Policy statements:

To be updated

## Indicator/s

To be updated

## Links to relevant policies and documents:

To be updated

## This policy intervention contributes to the following local objectives:

To be updated

## This policy intervention contributes to the following national priorities:

To be updated

Commented [TB28]: To reflect similar to Active Travel Section and presented in diagrammatical form

## Digital Solutions

Policy intervention topic: Digital Solutions

### Introduction

Digital connectivity is important in meeting the challenges facing our region, such as sustainable growth, climate change mitigation, the management of scarce resources including water and energy and improving people's life chances through the provision of access to retail, leisure, education, and health facilities. Faster, more reliable digital connectivity – with digital infrastructure such as fibre ducting delivered alongside transport infrastructure where appropriate – will provide improved connectivity between businesses and to homes; greater working flexibility, thereby taking the strain off the transport network; and allowing better management of our transport networks to increase capacity, make travel times more reliable, and ultimately, make journeys safer.

Much has already been achieved in enhancing digital connectivity in Cambridgeshire and Peterborough, in particular the success in making superfast broadband nearly ubiquitously available across the Combined Authority. However, this is a rapidly moving area, driven by exponential improvements in technology. With the ongoing rollouts of new technologies such as full-fibre broadband and 5G mobile infrastructure, it is vital that Cambridgeshire and Peterborough remain at the forefront of digital connectivity in terms of:

- Fixed broadband connectivity;
- Mobile connectivity;
- Smart infrastructure; and
- Digital adoption, access, and inclusion.

A key component of the LTCP is the *Cambridgeshire and Peterborough Digital Connectivity Infrastructure Strategy 2021-2025*. This will deliver a future facing, long lasting digital infrastructure that will ensure that Cambridgeshire and Peterborough residents and businesses have the access they need to digital connectivity, supporting our sustainable growth ambitions and the aims and aspirations of this Plan.

Alongside our partners, we will deliver a future facing, long lasting digital infrastructure that will ensure that digital connectivity is available to all – supporting effective public service delivery, thriving communities and sustainable business growth. The strategy will:

- Improve internet access to reduce digital exclusion and health inequalities;
- Use 'smart' technology to support sustainable lifestyles and mitigate climate change;
- Attract investment in fibre broadband and mobile connectivity infrastructure to strengthen the local economy and create jobs; and
- Ensure businesses have access to leading-edge digital connectivity to help them grow and succeed.

You said

*“Support the focus on digital connectivity for all, and the intention to explore demand responsive transport for more rural areas, noting the digital connectivity and public transport accessibility challenges faced by our more rural communities.”*

*“We would suggest that further consideration could be given to how rural centres and nearby villages can sustain themselves as networks and connect effectively into other larger centres and more strategic transport options.”*

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

**Commented [TB29]:** To reflect similar to Active Travel Section and presented in diagrammatical form

## Natural, Historic and Built environment

Policy intervention topic: Natural, historic, built environment

### Introduction

We are fortunate to have exceptionally high-quality natural, historic, and built environments within Cambridgeshire and Peterborough that have positive impacts on the quality of life for our residents, boost tourism and help attract businesses to the area. We want to deliver a transport network that not only protects these environments, but also enhances them.

#### Add Picture

Our transport network can have an adverse impact upon our environment, from air pollution and emissions, noise and vibration, physical damage to buildings, light pollution, reducing the aesthetics of an area and of course by damaging and removing space for plant and animal habitats (biodiversity). This Plan and our schemes and initiatives will ensure that the transport network mitigates any negative impacts and in fact strives to improve the environment.

Commented [TB30]: Picture and graphic to be provided to demonstrate the high quality natural, historic, and built environment within the region (Ely Cathedral etc)

### Biodiversity

We will help our communities to become high quality, sustainable environments where people want to live, work and visit. As such, we are committed to the adoption of biodiversity net gain principles which mandate that all new developments, including new transport infrastructure, must leave the natural environment in a measurably better state than beforehand.

We will integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment during construction and operation.

### Policy statements

To double the area of rich wildlife habitat and natural greenspaces under management by 2050. We will work with partners to try and prevent the transport network we deliver in the future doing harm to the existing built and historic environment. Our plan will play a key role in helping to maintain and improve 'the sense of place' in our cities, towns, and villages, as well as our rural countryside.

Commented [TB31]: Further information on the 20% biodiversity net gain to be included

The delivery of any new transport infrastructure will include the appropriate processes and assessments, as required by the Local Highways and Local Planning Authorities, as well as adhering to the necessary national policies.

Having a well-planned and good quality transport network will help to link where we live and work to our green spaces and important historic environments. In addition, the plan will support partners in ensuring we have well-designed streets and public spaces, creating a sense of 'place' to help increase the attractiveness and safety of the built environment in our cities, towns, and villages. This is vital in not only improving the physical health of our communities, but also the mental health too. Isolation is a huge issue in rural areas and in vulnerable communities, such as the elderly, and having access to attractive open spaces as well as important historic and natural environments is crucial.

We will put people and the environment at the heart of transport design and decision making.

#### You said

*“The LTCP could be more specific in its ambition for the natural environment, potentially adopting the Greater Cambridge ambition such that transport schemes would seek to deliver 20% Biodiversity Net Gain”*

*“We would suggest that these should include avoiding loss of natural and historic environments; minimising visual intrusion in the landscape and cityscape; and minimising light and noise pollution”*

#### Evidence

To be updated

#### Description of an appropriate graphic to be developed

To be updated

#### Policy good practice

To be updated

#### Policy statements:

To be updated

#### Indicator/s

To be updated

#### Links to relevant policies and documents:

To be updated

#### This policy intervention contributes to the following local objectives:

To be updated

#### This policy intervention contributes to the following national priorities:

To be updated

Commented [TB32]: To reflect similar to Active Travel Section and presented in diagrammatical form

## Network management including maintenance & Resilience (Futureproofing network for extreme weather events (flooding, fire))

Policy intervention topic: Network management & Resilience

### Introduction

Cambridgeshire County and Peterborough City Councils are the highway and streetworks authority who are responsible for a range of management functions. This includes working to manage congestion, highways infrastructure and on-street parking.

All of these functions will play a role in helping to deliver our vision and encouraging the use of walking, cycling, public and shared transport. It is important that our transport user hierarchy is reflected in these management functions to complement the policies outlined previously.

Our streets and roads are vital pieces of transport infrastructure. The vast majority of all trips take place on them, be these by foot, bike, wheelchair, micromobility, public transport or by car. Our streets and roads are also places, from local neighbourhood roads to busy high streets, and they play different roles in the lives of people and businesses. The region is also home to roads on the Strategic Road Network such as the A1, the M11 and A14, as well as numerous key rail routes of both local, regional, and national importance.

Many of the policies in this document have outlined incentives to make alternatives to the private car more attractive. However, there may also be situations where it is necessary to actively discourage private vehicle use. There are various management tools available to do this that may be needed in some parts of the region.

The continued management and performance of these key pieces of infrastructure is crucial in ensuring our network runs smoothly and improving this will be a priority going forward. We must work with partners to tackle the issues we currently face and to prepare for the challenges that will be brought about by climate change and extreme weather.

Whilst our priority is on reducing car use and the need to travel, we recognise that in some cases new roads, or widening roads and junctions may be necessary, to ensure a reliable and effective transport network.

However, we have found that road schemes often generate new demand and quickly reach capacity again. It is therefore not a sustainable long-term solution for the region's transport network.

### Network Management

The core purpose of network management is to tackle congestion and ensure the safe, free-flowing movement of traffic, people, and freight across the region's road network. It also has the potential to influence travel choices by prioritising public transport, walking, and cycling.

The government is proposing to review the Network Management Duty and statutory guidance, to reflect more clearly the current imperatives of decarbonisation, encouraging healthier forms for transport and emphasis on technology. The Combined Authority and our



partners will respond positively to changes in law where applied to prioritise and facilitate walking, cycling and public transport movement.

Network management plays a key role in monitoring and managing traffic on all parts of the network, from strategic routes such as the A1(M) and A14 to our local roads and town centres. It is important to balance the requirements of all communities and stakeholders in decisions which affect residents' ability to access employment, social and educational facilities.

A well-maintained transport network is vital to the economic, social, and environmental wellbeing of the region. It is essential for disabled people who are additionally disadvantaged by poorly maintained pavements and highways. Therefore, with our Highways Authority partners, we will strive to ensure that all of our transport infrastructure will be provided and maintained to a high standard, as inadequate footways, cycleways, railways, and roads present significant risks to all transport users. For example, we know that there is a direct connection between the quality of maintenance and people's willingness to adopt active travel as an alternative to driving.

Therefore, it is important that the Local Highways Authority continue to invest in the transport infrastructure to ensure a safe, reliable, and effective network is available for all. We will work with them to help achieve this. Good maintenance is important for encouraging walking and cycling. Two wheeled modes such as bicycles, motorcycles and e-scooters are more at risk from surface defects. Therefore effective maintenance helps to protect these vulnerable road users contributing to delivery of vision zero and creates attractive, accessible environments for walking and cycling.

We know that better management of our transport networks will increase capacity, make travel times more reliable, and ultimately, make journeys safer.

Traffic congestion risks our future growth and prosperity and one of the biggest causes of congestion is roadworks and maintenance of the network. Managing our highway network is a critical challenge that requires careful consideration of the need to balance the management of an ageing network and high public expectations with reducing resources, less available funding, and an increased pressure on local government services. We will work with Local Highway Authority partners to help implement their highway asset management policies and strategy (Cambs: <https://www.cambridgeshire.gov.uk/asset-library/Highway-Asset-Management-Policy-April-2021-v2.pdf> & <https://www.cambridgeshire.gov.uk/asset-library/Highway-Asset-Management-Strategy-April-2021-v2.pdf> / Peterborough: <https://www.peterborough.gov.uk/asset-library/peterborough-highway-asset-management-policy-and-strategy-march-2022.pdf>)

Solutions to manage demand for road space, including during times of maintenance and road improvements, will continue to be explored especially within and between our urban and surrounding areas. Targeted, localised improvements to the highway network will be undertaken to allow more efficient movement of vehicles, goods, and people; whilst ensuring that the needs of all road users are considered as these schemes are developed and delivered. In addition, freeing up road space within our main urban areas is key to ensure an integrated, seamless, and sustainable transport network is available for all.

The LTCP needs to take account of the Highway Authority's statutory asset management requirements

- that scheme design is considerate of the existing highway network, its status and extent, and any associated constraints or prerequisites, and

- that new or amended highway infrastructure is developed and recorded in accordance with the operational requirements and statutory asset management duties of the Local Highway Authority.”

## Resilience

The transport network needs to be resilient and adaptable to climate change. It is recognised that the transport network does not always function flawlessly and is subject to internal and external stresses (human and environmental disruptions) that can cause delays. We must therefore make the transport network resilient and adaptive to human and environmental disruption.

If we look at the risks to the UK from climate change many of the impacts are particularly acute in Cambridgeshire and Peterborough: the risk of flooding, very high summer temperatures and water shortages. We all need to act, and act now, to avoid the most damaging aspects of climate change.

The Cambridgeshire and Peterborough area is one of the driest in the UK, yet also susceptible to flooding due to its predominantly low-lying topography. This means that transport infrastructure can be vulnerable to extreme weather events and must be appropriately protected. We will work with partners to help improve the resilience of our transport network to extreme weather events and a changing climate.

We will work with key partners to incorporate climate resilience into the new transport network, designing infrastructure that is resilient but also easily repairable.

## Road schemes

As highlighted previously, we are also responsible for overseeing the delivery of new highway infrastructure. There are situations where new roads, or widening roads and junctions may be necessary, but this is not a sustainable long-term solution because we have found that road schemes often generate new demand and quickly reach capacity again.

There is substantial national and international evidence of motor traffic ‘disappearance’, when road capacity is reduced, particularly where there are viable alternatives and in areas of excessive demand on road space.

Traffic ‘disappearance’ research shows that large percentages of motor traffic are not just displaced to other roads, but ‘disappear’ through a range of behavioural changes. These changes achieve the same objectives in ways that do not require car travel, for example changing mode or pooling journeys.

However, there are examples where road schemes may be required and will deliver improvements. This includes where access is needed to new developments or where the existing road is unsafe due to the mix of traffic, such as agricultural vehicles.

We will always require careful modelling for major schemes to ensure that the likely effects on the wider network are fully understood. To ensure that any road schemes align with our transport vision, we will take a ‘decide and provide’ approach rather than the traditional ‘predict and provide’ approach.

## Innovation

Previously we have outlined a number of ways in which technology can improve the way in which we operate and contribute towards delivery of vision, aims and objectives. Technology alone will not solve many of the challenges identified; however, it will a vital role in allowing us to achieve our ambitions and address some of our underlying challenges

### Shared Mobility, including Car clubs

Shared mobility will help us to deliver our goals such as a reduced private car use and improved air quality. There are a range of services covered by shared mobility including car clubs, shared cars, carpooling, Demand Responsive Transport and micromobility.

A car club provides cars for short term hire on a pay per trip basis. This allows individuals and businesses affordable access to a vehicle without the need for ownership. Car clubs offer clear benefits for individuals, with cost savings and access to a range of low carbon, well maintained, flexible use vehicles. If well managed and integrated as part of a wider public transport system, they have the potential to reduce car ownership and increase connectivity, particularly for those unable to walk or cycle.

To support the introduction of new car club initiatives we aim to develop policies that promote viable and sustainable alternatives to car ownership by ensuring appropriate localities are considered before being introduced.

We will also work to develop alternatives to the traditional car club bays which are expensive to introduce and maintain and will consider the use of zonal permitting in controlled parking zones. This approach will allow operators more flexibility to introduce vehicles with low setup costs and with a wider range of area.

Car clubs offer residents an attractive, convenient alternative to private car ownership. This encourages more use of public transport, walking and cycling, whilst giving access to a car when needed. This reduction in the number of cars and the miles driven will improve air quality and make local areas more relaxing. Similarly, by reducing the dominance of the private car and reallocating road space to walking and cycling we will further enhance public health and create streets that are welcoming places for people.

Residents in our more rural areas face specific transport challenges and are more likely to use a car. There are challenges associated with introducing car share facilities in these areas, however the provision of zero-emission car sharing would help to increase transport choices and reduce the impact of private cars.

### Connected and Autonomous Vehicles

There are also more emerging technologies that could significantly change the transport system and contribute to delivery of our vision. The primary technologies we are focusing on as part of this section are Connected and Autonomous Vehicles (CAV) and Unmanned Aerial Vehicles (UAV).

These can improve road safety, improve air quality, and reduce traffic. Whilst the future of these technologies is uncertain, our overall approach is to support them and seek to shape them to ensure we achieve our overarching vision, aims and objectives for the people and businesses of Cambridgeshire and Peterborough.

We will integrate the needs of CAVs into new infrastructure and maintenance programmes will help to avoid the requirement for later, potentially costlier retrofit as automation becomes more commonplace. It may also facilitate access to lower-level automation in a wider range of locations.

You said

*“The LTCP needs to take account of the Highway Authority’s statutory asset management requirements.”*

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

**Commented [TB33]: To reflect similar to Active Travel Section and presented in diagrammatical form**

## Air Quality

Policy intervention topic: Air Quality

### Introduction

Across Cambridgeshire & Peterborough, there are areas that suffer from poor air quality. Hotspots with a high concentration of business activity and transport movements lead to localised air quality problems. There are seven Air Quality Management Areas (AQMAs) in the region linked to the transport network. Addressing the causes of these hotspots, as well as other locations where poor travel-related air quality negatively impacts our health is key to the overall success of this LTCP.

Reducing greenhouse gas emissions and removing air quality management areas requires a multifaceted approach, including encouraging better use of active travel modes such as walking and cycling, improving public transport, and increasing the number of electric vehicles in use. Electric vehicles require appropriate infrastructure, such as charging points, before they become a viable transport option.

We have a responsibility to implement measures that ensure improvements to air quality can continue to be delivered alongside growth by creating conditions that will change travel behaviour and bring about the use of cleaner vehicles. Our proposals to improve air quality are directly linked to the key priorities identified in the Cambridge City Council Air Quality Action Plan (AQAP) 2018-2023 and the Joint Air Quality Action Plan for the Cambridgeshire Growth Areas (2015). The key areas identified for action, and to be supported through the LTCP, include:

- Reducing emissions from taxis, buses, coaches, and HCVs, with the potential to link to demand management measures;
- Mandating consideration of electric vehicle charging points for all new or upgraded highway infrastructure;
- Maintaining low emissions through the planning process, and long-term planning; and
- Improving public health.

More journeys on foot and by bike will also help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car, or unable to drive.

### You said

*“To be clearer on the separate issues of emissions (particularly of Nitrogen Oxides and fine particles) causing poor air quality and therefore the immediate risk to health, and the issue of emissions causing longer term impacts in relation to the climate due to Greenhouse Gas emissions.”*

#### Evidence

To be updated

#### Description of an appropriate graphic to be developed

To be updated

#### Policy good practice

To be updated

**Commented [TB34]:** To reflect similar to Active Travel Section and presented in diagrammatical form

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

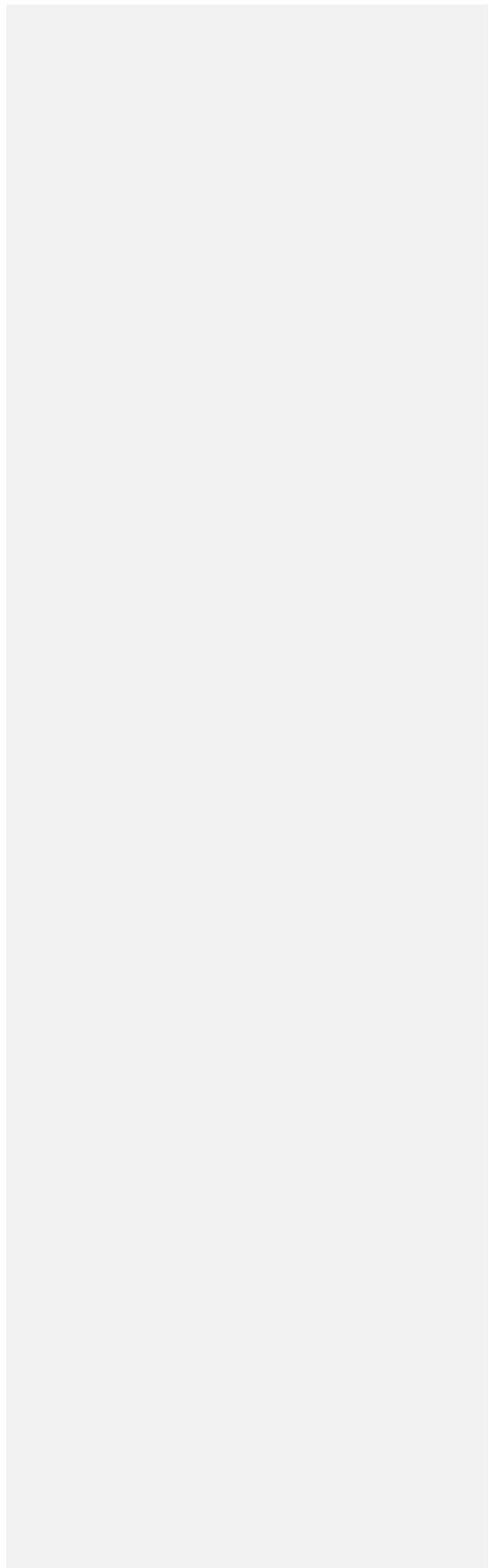
To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated



## Funding and implementation

### Introduction

The LTCP outlines a clear vision to deliver a net-zero transport system that enables the region to thrive whilst protecting the environment and making Cambridgeshire and Peterborough a better place to live and work.

As outlined throughout this Plan, we plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicle, and making active travel, public and shared transport the natural first choice. The policies within this Plan are the tools we believe are necessary to achieve this ambition.

### Policy to scheme process

This LTCP provides the high-level policy framework to guide future work on transport across our region. Many of its policies will be delivered through transport schemes. The supporting strategies and area transport strategies will reflect the LTCP priorities and provide an indication of how LTCP policies might be applied in different geographic areas. These will then be used to create more detailed plans and identify specific schemes.

Schemes will be assessed via our prioritisation framework. This will ensure proposals are meeting broader Combined Authority policies and help with prioritisation. They will then progress through the development pipeline as suitable funding arises and be included in relevant strategies such as local plans and their associated infrastructure delivery plans.

**DIAGRAM outlining role of LTCP (providing high level policy framework), supporting strategies and area strategies (containing specific detail for different modes and geographic areas, and schemes (identified for prioritisation and delivery).**

### Implementation

The LTCP will be delivered in a number of ways. This includes physical infrastructure improvements and the creation of new infrastructure. However, the LTCP will also be delivered through the planning process and other means. An overview of all delivery processes is outlined in this section.

### Delivery of physical infrastructure and services

In order to deliver some policies in the LTCP there will need to be new and improved services and infrastructure. These improvements will be funded in a range of ways.

### Influencing development

Embedding LTCP policies within the work of the Combined Authority and partners will help to shape these developments from the outset and contribute to delivery of the vision. The transport user hierarchy policy will guide how the Combined Authority and our constituent Councils addresses these situations. In this way, active travel will be prioritised, and new developments will contribute to delivery of the LTCP.

### Incorporation with other highway works

We will ensure that wherever possible we seek to incorporate active travel other improvements when our Local Highways Authority partners are undertaking maintenance work. Coordinating these improvements will help to deliver some of the small-scale physical improvements required to deliver the LTCP.

### Funding

Many of the policies identified in the LTCP will require funding to deliver. We no longer receive funding directly to spend on transport improvements and we do not currently have funding for all of the proposals identified. Therefore, we will continue to work hard to identify alternative funding sources to enable delivery of the LTCP.

### Funding bids

From time to time, there are opportunities to submit bids to specific grant funding opportunities. These funding opportunities come from a range of sources including central Government and the DfT.

**Commented [TB35]: Further case studies will be used to illustrate the success of the Combined Authority and partners in securing additional funding**

### Partnership working

Funding or delivery opportunities may also be available to our partners. We will continue to work with these partners to take account of the various funding sources available.

There may also be funding opportunities available through neighbouring Local Authorities. We will seek to work strategically with other Mayoral Authority and Local Authorities, where applicable, to secure and develop further funding opportunities.

### Operator / private sector investment

Some improvements may also be funded by operator or private sector investment.

Further information will be available on the Implementation Plan and pipeline of schemes being developed by Alex Deans for the Transport Team – this will be socialised with TIC members and Leaders ahead of the June 2023 TIC and Board

**Commented [TB36]: Pipeline of schemes to be highlighted – small scale to strategic schemes**



## Monitoring

### Key Performance Indicators

Monitoring of the LTCP is important for us to track progress and ensure we are on track to deliver the vision. Monitoring will also help to inform future decision making by assessing the performance of schemes and the benefits they deliver.

We intend to review the LTCP on an annual basis. As part of this, we will publish monitoring reports to demonstrate progress on delivering the LTCP, progress made against the headline targets and performance against the KPIs. This process will ensure that we are delivering the level of change required. Monitoring of KPIs will consider the impacts of population growth.

We have not identified specific targets for all of the KPIs. Instead, all policies and schemes are working towards delivery of our headline targets and mode specific targets in supporting strategies. The KPIs will help to provide more detail and identify potential areas for further work. As part of the review process, we will assess the effectiveness of the KPIs and look at other ways of reviewing data.

### Key Performance Indicators

**See performance appendix for further information**

**Commented [TB37]: Information provided in appendix to TIC paper – for inclusion within the final LTCP in graphic format**



**Evidence Base**

## Contents

1	Introduction .....	3
2	Summary of Evidence .....	3
3	Traffic, congestion, and delay (pre-pandemic) .....	4
4	Decarbonising transport .....	6
5	Equity, equality, and safety .....	7
6	Public health and air quality .....	<del>87</del>
7	Future of mobility – electric and digital connectivity .....	8
8	The Impacts of Covid-19 .....	<del>98</del>
9	Potential Future Trends: Post Covid-19 .....	<del>109</del>

## | Evidence Base

### 1 Introduction

This LTCP is based on a thorough analysis of a range of supporting evidence. This evidence base examines the current transport conditions and socio-economic characteristics of the area, and an assessment of the likely future opportunities and constraints that we will need to plan for.

The previous iteration of our LTP and its precursors developed by Cambridgeshire County Council and Peterborough City Council (and integrated into the CPCAs Interim LTP, 2017) were built off the back of the following data picture.

- Strong economic growth in the Cambridge sub-region, driven by agglomeration in the knowledge-based sectors meant strong job growth. Subsequently, the population was increasing with significant new housing planned, which increased demand for travel. Employment and population growth were also relatively strong for the Peterborough subregion.
- Subsequently there was a forecast of significant increases in congestion across significant parts of the road network up to 2041 with a worsening decline in of peak travel journey times. Contemporary poor performance of several routes was noted together with parallel poor performance (in terms of travel times) in the bus network. Areas of concern included the Cambridge radial routes, the A47 into Peterborough, the Peterborough Parkway system as well as localised congestion for the larger towns.
- An inherent weakness in transport connectivity was also identified with the weakest linkages being between the rural fens (covering Fenland as well as parts of East Cambridgeshire and Huntingdonshire) and areas of strong employment growth which was limiting opportunity for people living in areas of relative deprivation such as north Wisbech.
- The need to move towards decarbonisation was noted alongside the impact of transport on air quality and public health outcomes. There was also an emphasis on improving local connectivity to encourage an increase in active travel and alternatives to the car for short journeys.

For this LTCP the data work has been focused around challenging the previous picture, looking at what has happened since the previous LTP was written to change the policy outlook.

### 2 Summary of Evidence

The transport network sits on top of a diverse socio-economic geography and the evidence review needs to focus on the main drivers of travel, the location of housing, jobs, and services. Whilst previously high, economic growth was slowing pre-pandemic. The slowdown was particularly noticeable for Peterborough with a decline in figures for GVA, Jobs and the number of small and medium sized businesses. During the pandemic the Cambridgeshire and Peterborough economy saw a reduction in economic activity (a 0.52% reduction in GVA between 2019 and 2020), however this was considerable less than the 3.36% reduction across the rest of the UK.

Our economic activity is concentrated in key 'clusters' of 'Knowledge- Intensive' businesses, particularly around Cambridge and Peterborough. The dense concentration of these businesses allows them to take advantage of 'agglomeration benefits' but means that the prosperity they generate is, in turn, concentrated into small geographical areas, for example the concentration of approximately 17,500 jobs at the Cambridge Bio-Medical, leading to high levels of inequality.

## | Evidence Base

There is a significant risk that without careful integrated planning and appropriate development, future economic growth might 'overheat' the economy causing it to 'burn-out' – a scenario widely discussed in CPIER. The most obvious manifestation of this for the Cambridge sub-region is the increase in house prices over the past two decades, driven by population growth, high wages and the build rate of new homes. This then impacts the transport system as commuting distances lengthen and congestion occurs as pinch-points in the network.

Transport connectivity has a role to play in both enabling and effectively connecting new development, as well as connecting more affordable areas to live with centres of employment and locations for key services and amenities.

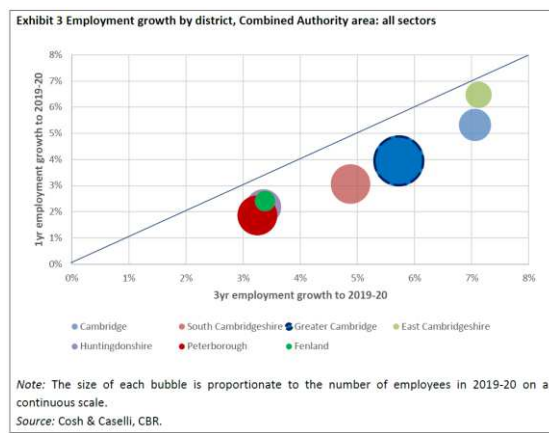


Figure x: Employment Growth, CPCA Constituent Authorities

The CPCA sponsors the monitoring of employment growth by the Centre for Business Research (University of Cambridge). The latest (2020 data), shows accelerated (7%) job growth for East Cambridgeshire as well as the Greater Cambridge area whilst other areas such as Huntingdonshire and Fenland are growing at rates just over 3%, closer to the national average.

### 3 Traffic, congestion, and delay (pre-pandemic)

Congestion and delay act to limit the effectiveness of the transport network. The average speed on all major roads entering Cambridge during the 'rush hour' is less than 60% of the 'free flow' speed. In addition, the road network often lacks resilience, where alternative routes do not exist (e.g., main inter-urban links across The Fens) or where opportunities for increasing highway capacity do not exist (e.g., in Cambridge and historic towns and cities where the network is constrained by listed buildings and historic streetscape). However, road traffic levels in both Cities, Cambridge and Peterborough, have fallen back slightly between 2015 and 2019, despite continuing housing and employment growth.

Road traffic counts in the rest of Cambridgeshire continued to show increasing traffic levels in this period, particularly in the market towns. This reflects Local Plans that have focused housing and population growth in these towns. Highest growth rates for road traffic were seen in Whittlesey (over 15%) and Chatteris (over 20%).

## | Evidence Base

Overall levels of travel into the city of Cambridge by other modes of transport increased. Rail passenger numbers grew strongly with annual movements in and out of Cambridge North rising to 950,000 in 2019/20 and total movements in and out of Cambridge (Central) of around twelve million, making it the busiest station in the east of England in 2019/20.

Congestion levels show ongoing problems within the Cambridge sub-region, particularly along the A428, and A10 (both sides of the city) corridors (with peak time flow speeds being less than 60% of normal). The focus in Peterborough continues to be around selected junctions of the Parkway network and areas of new housing development. On a smaller scale, there are also congestion points for some towns.

Congestion is not only detrimental for drivers of cars, lorries, and other vehicles, but also for people taking buses, cyclists, pedestrians, and other non-motorised users. On average, more than 20% of bus services within Cambridgeshire and Peterborough run late, in large part due to congestion. Future growth in housing and employment, and associated travel, is expected to result in worsening traffic congestion as capacity on the network becomes increasingly constrained, and act as a brake on the economy.

There will be significant growth in the number of commuting trips originating in the areas around the City of Cambridge and to the west of Peterborough. Consequently, the A47 between Peterborough and Wisbech, together with radial routes serving Cambridge, will all see significant rises in congestion by 2041.

Overall, the region has relatively good transport connectivity, with strong links to major cities, ports and airports outside the region, and good connections between major urban areas within it. From Peterborough and Cambridge urban areas, London can be reached by rail in under an hour, Stansted Airport can be accessed on direct Cross-Country rail services, and the A14, A1(M) and M11 provide good strategic connectivity, including for freight travelling to the ports of Harwich, Ipswich, and Felixstowe on the East Coast. This strategic freight that travels through Cambridgeshire rather than has a destination in Cambridgeshire can have significant, negative impacts on our communities, especially if the strategic networks experience disruption.

This high-level connectivity is critical for ensuring that the region's businesses have easy access to the staff, suppliers, and markets they need, and that tourist attractions can flourish. For example, domestic tourism alone brings an estimated 1.8 million visitor trips and £256 million annually into the area's economy.

Connectivity within our region is variable, with larger urban areas benefiting from significantly better transport network coverage than their small town and rural counterparts. This translates into poorer access to jobs and opportunities for rural residents. In Cambridge 88%, and in Peterborough, 95% of residents are within 15 minutes by walking or public transport of a local primary school. By contrast, in South Cambridgeshire and East Cambridgeshire this figure falls to 77% and 79% respectively.

Although 58% of the population of Cambridgeshire and Peterborough are within 30 minutes of a major employment centre (and a further 25% are within 60 minutes), many rural areas either lack direct public transport accessibility, or suffer from lengthy journey times that make it difficult to those without a car to access jobs and services elsewhere.

Overall rail travel in the CPCA area has shown growth. Usage of Manea station increased (2015-19) the most from just over 12,000 movements to over 18,000 (+50% growth). However, bus passenger numbers continued to decline; Peterborough saw a reduction of -

## | Evidence Base

27% between 2014/15 and 2018/19 (3 million fewer passenger journeys) whilst Cambridgeshire saw a reduction of 6% (1 million fewer).

For those without access to a car, rising fares and general cost of living are reducing the affordability of the public transport network. Fares have risen across the region, broadly in line with the national average, and significantly faster than RPI (for example, bus fares have increased nationally by an average of 66% since 2005; whilst the cost of motoring has increased by 27% in the last 10 years). This threatens to increase 'car-dependency' – the position whereby an individual has no viable option available other than to use a car when making a journey.

As well as significantly improving bus services and affordability, one potential solution is to further promote the use of active travel modes wherever appropriate. Their efficient use of road space makes them an effective way of tackling congestion in key locations, and the range of other benefits they bring, such as improvements to air quality, reductions in greenhouse gases, and improvements to public realm, are closely aligned to several of the LTCP's key objectives.

The use of active travel modes is already broadly popular within Cambridgeshire and Peterborough, and sees high levels of investment, particularly in Greater Cambridge where £16 per head is spent on cycling per annum, a higher figure than in any other area of the UK. Cambridge enjoys the highest 'mode-share' of cycling within the United Kingdom. However, in other areas of Cambridgeshire and Peterborough, levels of walking and cycling are significantly lower, for example South Cambridgeshire and Peterborough itself. New technology, such as the advent of affordable electric bikes, is already allowing new groups of people to cycle and lengthening the distance many are willing to travel by bike.

Recent active travel trends are harder to measure, with little measurement taking place outside of Cambridge and then only on routes that are dominated by road traffic (e.g., market town radials). What counts there were showed signs of a slight gain in mode share for active travel. In Cambridge cycling continued to be strong particular for cross-city movements. Previous analysis completed in 2017 showed the mode share for commuting to work within the city into some employment areas was as high as 72%. Cycling into the city was somewhat less, with a mode share of 16% (but still better than most cities in the UK).

Commented [MS1]: Consider moving the COVID impact section here.

## 4 Decarbonising transport

Promoting the uptake of public transport and active travel modes will have a significant, positive environmental and societal impact. The proportion of carbon dioxide (CO<sub>2</sub>) emissions produced by transport has seen a marked increase in all Local Authorities in Cambridgeshire and Peterborough over recent years.

In 2020, total CO<sub>2</sub> emissions in Cambridgeshire and Peterborough were 6,572 kilotonnes. In the same year per capita emissions in Cambridgeshire (8.5 tonnes) were higher than in Peterborough (5.0 tonnes) and the East of England average (4.9 tonnes).

The highest proportion of CO<sub>2</sub> emission in Cambridge derived from Domestic emissions (34.93%) followed by Public Sector emissions (21.75%) and transport emissions (20.41%).

In Peterborough, the sectors of equivalent significance



## Evidence Base

were road transport emissions (37.46%), Domestic Emissions (24.96%) and LULUCF Emissions (15.47%).

There remains a considerable disparity between the cities and more rural districts, where car ownership and usage are higher.

This is represented in the data

showing that Fenland has a comparable per capita emissions (13.4 tonnes) to East Cambridgeshire (13.9 tonnes). Both being by far the highest in the CPCA area.

Forecasted traffic growth will subsequently result in an overall increase in CO2 emissions.

Forecasted traffic growth will subsequently result in an overall increase in CO2 emissions.

Forecasted traffic growth will subsequently result in an overall increase in CO2 emissions, without a move to improved public transport provision in rural areas this trend will become inevitable.

The UK wide contribution of transport emissions to total CO2 emissions is 34.31%. Overall, The UK wide contribution of transport emissions to total CO2 emissions is 34.31%. Overall, transport emissions for the CPCA area have reduced by 13.95% between 2015 and 2020.

whilst for the UK in the same period there was significantly more progress with reducing transport emission with a reduction of 22.87%.

The Climate Change Commission for the CPCA area has produced its final report. This Plan aims to ensure that the recommendations made to reduce carbon emissions from transport are progressed, developed, and implemented wherever possible, including:

- A 15% reduction in driven car miles by 2030;
- The rollout of electric vehicle charging infrastructure, bringing those districts with low provision up towards the levels of the best;
- A transition towards zero emission bus and taxi fleets by 2030 – including improvements to public transport, trials of on-demand electric buses, and infrastructure for walking and cycling; and
- Exclusion of diesel van and trucks from urban centres by 2030.

With transport being the main cause of greenhouse gases in Cambridgeshire and Peterborough, the LTCP becomes central to reducing emissions successfully and fairly.

## 5 Equity, equality, and safety

There continues to be a disparity in economic growth across the CPCA region. This is particularly evident in the growth of businesses from micro (0-9 employees) to small (10-49). Between 2015-2020 the number of small businesses in Cambridge increased by 34% and by 23% in South Cambridgeshire compared to just a 4% growth rate in Fenland. A recent report by OSCI into 'left behind' neighbourhoods (areas with high deprivation and relatively poor infrastructure) in England identified Wisbech in Fenland. One Wisbech ward scoring in the top one hundred for places with such characteristics out of over 8,000.

Looking at the Index of Multiple Deprivation, Peterborough ranks as the 51st most deprived out of 317 district and unitary councils nationally. Peterborough is therefore in the most deprived 20% (quintile) of local authorities in England. This is reflected in lower-than-average health and educational outcomes for the city.

The trend in those Killed or Seriously Injured (KSI) on the areas roads is relatively flat, increasing between 2015-2017 then falling between 2017-2020, comparing 2015 and 2020 figures there has been a small increase of 43%. Given

**Commented [AC02]:** Figures changed to latest (2020). Kept general flow. There is a lessening of significance in transport emissions for Cambridge, in 3rd place.

**Commented [MS3]:** Alex to review

**Commented [AC04]:** Most major change. Figures do not match latest publication. Surface transport related emissions figure previously stated does not reflect positive trend of decline in CO2 emissions from transport, albeit CPCA slower than national rate. With the moving away from figures in report not clear how to restructure - may need additional changes to flow better?

## | Evidence Base

the increases in road traffic this should be viewed **relatively** positively. Each area continues to have different high-risk groups; for Peterborough, pedestrians & motorists; Cambridge, cyclists & pedestrians; elsewhere in Cambridgeshire, motorists, and motorcyclists.

**Commented [MS5]:** Alex to check

**Commented [ACO6R5]:** Comparing 2015 and 2020 is fairly flat, year by year shows rise then decline.

### 6 Public health and air quality

Across Cambridgeshire & Peterborough, there are areas that suffer from poor air quality. Hotspots with a high concentration of business activity and transport movements lead to localised air quality problems. There are seven Air Quality Management Areas (AQMAs) in the region linked to the transport network. Addressing the causes of these hotspots, as well as other locations where poor travel-related air quality negatively impacts our health is key to the overall success of this LTCP.

The transportation of goods by freight plays a key role in servicing Cambridgeshire and Peterborough's industry, communities and supporting our growth and economic development. Freight offers our residents choice as consumers and businesses, keeping the county thriving and attractive. As we continue to grow, so does the volume of goods traffic and the potentially adverse impact on our local communities' public health, safety, and air quality.

### 7 Future of mobility – electric and digital connectivity

Reducing greenhouse gas emissions and removing air quality management areas requires a multifaceted approach, including encouraging better use of active travel modes such as walking and cycling, improving public transport, and increasing the number of electric vehicles in use. Electric vehicles require appropriate infrastructure, such as charging points, before they become a viable transport option.

The more urban areas of South Cambridgeshire, Cambridge and Peterborough all have charging point numbers broadly in line with the national average, while the more rural areas of East Cambridgeshire, Huntingdonshire and Fenland have numbers significantly below the national average. If widespread roll-out of electric vehicles is to become a reality across Cambridgeshire and Peterborough, a concerted effort will be needed to provide better charging provision across its geography, not only in more urban areas.

There are several barriers to uptake of EVs and hydrogen vehicles in Cambridgeshire and Peterborough and nationally, including:

- A lack of charge points – at home, at destination locations and on the strategic road network. Grid constraint – new and existing developments lack the necessary electricity distribution capacity to install charge points.
- Cost of vehicles – new EVs are significantly more expensive than internal combustion engine vehicles.
- Public perception – as an unfamiliar technology, not yet adopted at scale, there are issues around perceived reliability/range etc.
- Varied charging adapters – different car makes/models use different adapters decreasing the number of available charge points.
- Varied business models – different payment methods prohibit the uptake of EVs

*The Alternative Fuelled Vehicle Strategy* will ensure our continued focus on the development of the appropriate infrastructure across the region.

## | Evidence Base

In the same way that electric vehicles require charging infrastructure to make their roll-out a reality, autonomous vehicles need good mobile coverage to operate effectively. It is expected that for autonomous vehicles to be effective 5G coverage will be required. 5G is currently unavailable in some areas of the UK, but current rates of 4G coverage provide a good proxy for what 5G coverage might look like in the future.

### 8 The Impacts of Covid-19

The Covid-19 pandemic has had a very specific impact on trends in transport and travel. It has depressed travel across all modes of transport and accelerated the propensity for people to work at home; referencing 'Working from Home Propensity and Capacity Release' *"Our model predicts that if people who used to commute by car and who are now working from home were to continue to do so for two days per week, between 10% to 12% of peak hour traffic would be removed"*

Looking at local data shows that travel has been significantly curtailed in some places but has remained the same or increased in others.

Bus ridership is still (April 2022) significantly below pre-pandemic levels, with Stagecoach reporting an average reduction of around 68% across all services served from its Cambridgeshire depots. In both Cambridge and Peterborough motor vehicle movements have returned to near pre-pandemic levels.

Rail travel in Cambridgeshire and Peterborough as measured by entries and exits to stations saw a small drop in 2019/20, and then a 79% drop in 2020/21. Passenger numbers have since recovered but are still significantly below pre-pandemic levels, particularly for commuting trips. Intercity rail movement has been reduced considerably (commuting previously made up over 50% of heavy rail use). Pedestrian footfall measured around the station square Cambridge being 44% below pre-pandemic levels.

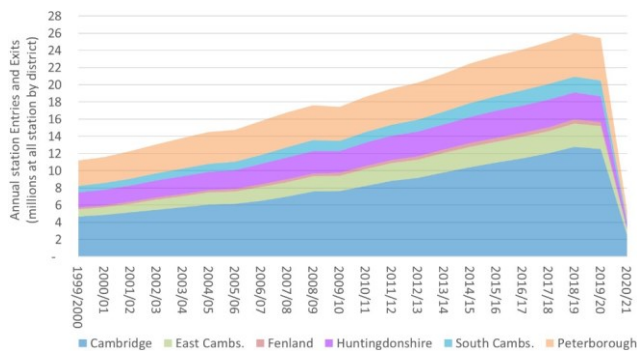


Figure 1 - Needs a caption

The various forecasts available for the economic recovery, point to the third quarter of 2022/23 as the point whereby the economic value lost during the pandemic will be restored (excluding any resurgence of the virus). From that point forward will be when a proper view of the pandemic's longer-term impacts on travel can be drawn. [The CPCA has commissioned a renewal of the Regional Transport Model and a significant data collection exercise for this will be carried out in the Spring of 2023.](#)

[This is the point at which the extent to which changes will revert or endure across our area will be known.](#) Until that point it would be [premature](#) to

## | Evidence Base

assume that long-term behaviour change will be significant enough to change transport policy.

### 9 Potential Future Trends: Post Covid-19

Whilst the actual long-term changes are yet to be established, the National Infrastructure Commission study 'Behaviour Change and Infrastructure Beyond Covid-19' provides a firm understanding of the possible scale and scope of the changes. Noting that it is not just the Covid-19 pandemic that will be driving the increase in home working. Research for British Telecom, Open Reach estimates that the impact of the roll out of full fibre broad band will see one million more people working from home, saving an estimated 300m commuter trips by 2025.

Focusing on four specific trends, working from home, social wariness, dispersal from cities and the use of virtual tools the author's scenarios show a possible future reduction in public transport use for travel to work in the range of 10%-20%. Within all scenarios there is an increase in demand for digital connectivity and digital services and modest (10%) reduction in private car travel. However, these figures need to be seen in the context of predicted population growth, which is very high in some parts of the region.



**EAST CAMBRIDGESHIRE**

## Overview

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct strategies for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Each strategy outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by the Combined Authority and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities before they are able to proceed.

Each strategy is set out below, and includes:

- Summary of recent and planned growth, and local transport constraints;
- Progress and projects delivered to date; and
- Transport schemes to help deliver each strategy.

## Background

East Cambridgeshire is a largely rural district with a population of approximately 81,000, centred around the cathedral city of Ely to the north-east of Cambridge. Along with Ely, there are two other urban settlements – Littleport and Soham. Approximately 45% of the district's population live in these three settlements, with the remainder spread between approximately fifty villages and hamlets.

The district benefits from an attractive rural environment, including the special landscape and ecological [and agricultural](#) value of the Fens, numerous historic villages, and the famous Anglican cathedral within Ely.

Ely forms the centre of East Cambridgeshire, acting as the district's main employment hub, and forming the key leisure, retail, and education centre. The district also has close connections to Cambridge. According to the previous Census, 21% of East Cambridgeshire residents commute to work in Cambridge. Many others work elsewhere, with only 40% of employed people who live in the district also working there. ~~This trend is likely to have increased further and it is anticipated that the 2021 Census results will show this.~~ Reliable, high quality transport links, in particular to the Greater Cambridge sub region are key to supporting the district's economy.

## Recent Developments

Recent years have seen significant growth in East Cambridgeshire, with the population growing by 11% in the decade to 2017, greater than anywhere else in Cambridgeshire. Ely has been the focus for much of this growth and is strongly associated with the success of the Greater Cambridge economy. However, other than the recent construction of the Ely Southern Bypass and the new railway station at Soham, there has been limited delivery of major new transport links.

The *East Cambridgeshire 2015 Local Plan* sets out the district's proposals to grow by 11,500 dwellings and 9,200 jobs by 2031, typically focused on the fringes of the largest settlements of Ely, Soham and Littleport. This includes:

- 4,000 homes within Ely, including 3,000 at Ely North;
- 2,300 homes within Soham, focused on the eastern and southern edges of the town;
- 1,500 within Littleport; and
- 1,900 within smaller villages in East Cambridgeshire.

The development of a major employment site on the edge of Ely- Lancaster Way and the Leisure village present challenges in terms of encouraging active travel use to access these sites. It is important to have a combined land use and transport approach to ensure access is provided for all modes.

## Transport Challenges

In common with much of Cambridgeshire, East Cambridgeshire is a predominantly rural district which brings its own challenges in terms of accessibility to services, viability of bus services and reliance on the private car, with approximately 79% of trips to work within the district made by private car or van. The need for improved cycle and pedestrian links was the most commonly cited need in East Cambridgeshire in the most recent consultation on the LTCP, followed by the need for improved connectivity of transport services in rural areas and the need for new trains stations and lines.

### Bus services

The current bus service offer for East Cambridgeshire is very limited. They are not direct or convenient due to long journey times and do not provide a viable alternative to the private car. Some communities have no bus service at all. Accessible and affordable public transport is essential for many rural residents, yet bus use is declining, a trend which has been exacerbated by the COVID-19 pandemic. Low population density and longer distances to travel make practical and commercially sustainable public transport difficult in rural areas.

### Rail services

Whilst rail provision in the district is arguably better than that for buses, it clearly only serves certain areas directly. Ely is well-served by the rail network, with direct services to Kings Lynn, Cambridge, London, Norwich, Stansted Airport, Peterborough and the Midlands and the North West. However, some services, particularly on the Kings Lynn – Cambridge – London corridor especially during peak times, suffer from severe overcrowding. Whilst other services such as those to Ipswich are too infrequent (two hourly) and do not offer a genuine, realistic, and attractive option for many. In addition, the complex junctions north of Ely act as a key constraint on capacity and make it difficult to run additional train services for both passengers and freight. In order to truly realise the full potential of Soham Station, double tracking, and the provision of the Snailwell Loop is necessary to allow increased capability (new and quicker routes ) and capacity ( headway ) to serve the community.

### Active Travel

High-quality walking and cycling infrastructure, particularly outside Ely, is extremely limited. A public consultation was held in 2020 asking people to identify new cycling and walking routes which the Council could prioritise to complete gaps in the network, especially those that will encourage more local walking and cycling journeys to access places of education, employment, health care, public transport and essential services. A list of priority routes has been developed so that the Council has a set of schemes that are ready to submit when funding becomes available

. Despite the 2011 Census revealing that in East Cambridgeshire, 12% of travel to work trips are under 2km, only one in seven are made by active travel modes. There are various barriers that exist which prevent people from considering using active travel modes for their journeys. In rural areas in particular, the dominance of travel by car and road space allocation, the poor condition and connectivity of any existing active travel networks, and the conflicting needs of different roads users are amongst the reasons that people give for using the private car instead of active travel modes. Within this rural district it has been and will continue to be difficult to adhere to the government's guidelines LTN /120 due to the nature of the infrastructure roads. Without investment in active travel infrastructure, travel by these modes is unattractive. This can contribute towards congestion from shorter car trips, a deterioration in local air quality and missed opportunities to improve the health of local communities.

#### HCVs

. Other than the A14 to the south, the highway network in the district is comprised of rural, single-carriageway A-roads such as the A10. These roads can suffer from traffic congestion, air pollution and safety issues for all modes, especially those associated with slower agricultural traffic and HCVs. Ely's historic city core suffers from localised congestion and significant HCV traffic, due to the routing of these vehicles that undermines its attractiveness as a destination for tourism and shopping. In addition, certain areas of the city are not pleasant to walk and cycle within and through, therefore a careful balance is required between the need for access and retaining a thriving diverse High Street.

#### Road safety

Many of the district's rural roads have poor safety records, with a combination of high traffic speeds, mix of traffic types and substandard alignments leading to a higher-than-average number of serious and fatal collisions.

East Cambridgeshire does benefit from a range of community transport services, including flexible 'Dial-a-Ride' services and community car schemes. There is significant scope to create a more integrated, multi-modal transport network, with integrated ticketing, better and seamless connections, and interchange between modes.

## **Progress to date**



Several major improvements to the transport network within East Cambridgeshire have recently been delivered, helping the district support growth and improve quality of life for residents. Completion of the Ely Southern Bypass in 2018 has eased congestion around Ely by better connecting Stuntney Causeway and Angel Drive. In addition, it significantly improved safety by removing the need for heavy commercial vehicles to use the railway level crossing and avoid an accident-prone low bridge. The key scheme was delivered through effective partnership working, with funding provided by Cambridgeshire County Council, East Cambridgeshire District Council, the Combined Authority and Network Rail.

However, in terms of other highways improvements aimed at relieving congestion and safety, so far only smaller and interim junction improvements have been delivered, largely on the A142 corridor, with more long-term solutions for this corridor under investigation. [The roundabouts linking the A10 and the A142 at Ely, the Lancaster Way roundabout improvements has notable relieved congestion.](#)

Improvements have also been made to pedestrian access over the River Ouse, by constructing a new walkway attached to the [bypass](#) bridge that faces towards Ely. This link provides connectivity between the Fen Rivers Way and Ouse Valley Way footpaths, providing a new circular walking route for residents and visitors to Ely.

Enhancements have been made to the Kings Lynn to Ely, Cambridge, and London rail route, with eight-car trains now in operation between Ely and Kings Lynn, facilitated by the completion of longer platforms at Littleport station. In addition, Soham Station opened in 2021 and will make rail travel easy for people in Soham and the nearby villages.

## Our Approach

It is our aim that investments in public transport, will be supported by walking and cycling improvements to make longer- distance journeys to, from and within East Cambridgeshire quicker and more reliable. A safe, integrated transport network will allow residents new access opportunities to employment, health, leisure, and retail opportunities destinations to whilst supporting the region's overall growth aspiration and ambitions. Improvements to both road and rail will ensure that public transport continues to offer an attractive and viable alternative to the private car and reduce car dependency; whilst those whose journey is better suited to the private car will be able to travel on more reliable, less congested, and safer roads. [Effective planning and provision of sustainable transport options for new developments, in conjunction with highway improvements where required, will help to promote healthy lifestyles, and improve air quality, while ensuring that the district continues to offer an outstanding quality-of-life.](#)

### Active Travel

We will continue to investigate, develop, and deliver proposals for new, high-quality [active travel](#) infrastructure that will be accessible for all, including pedestrians, cyclists, and horse riders across the East Cambridgeshire district. [This will be done in line with the draft Cambridgeshire Active Travel Strategy \(September 2022\) and based around the following '4 Es' principles:](#)

[Embrace Active Travel as a transport priority in Cambridgeshire;](#)

[Enhance the existing network of pavements, footpaths, cycleways, bridleways and other public rights of way so it is connected and fit for purpose;](#)

[Expand existing routes to create a well-connected, safe, joined up active travel network;](#)

Formatted: Font: Arial, 11 pt, Font color: Auto, Pattern: Clear

Encourage modal shift to active travel modes through a variety of initiatives focussed on encouraging and supporting behaviour change

It is important to connect the rural areas and villages with key services by upgrading  
It is important to connect the rural areas and villages with key services by upgrading  
It is important to connect the rural areas and villages with key services by upgrading existing links and providing new links where required. This focus on active travel and horse riders will help to make it a safer and more attractive option for local trips within and between our towns, villages, and hamlets. More journeys on foot and by bike will help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car – such as teenage children – more independence and opportunity to travel. Development of active travel schemes in the district will be guided further by schemes identified in the Cambridgeshire Local Cycling and Walking Infrastructure Plan, developed by Cambridgeshire County Council and the East Cambridgeshire Cycling and Walking Routes Strategy, developed by East Cambridgeshire District Council.

Bus services

Bus services

Bus services

Bus services

Bus services

Bus services

Bus services

To accompany improvements to our strategic transport links, we will prioritise investment in and support for our local public transport network, ensuring access of opportunity for all. The principles set out in our draft Bus Strategy (November 2022), particularly around bus travel in rural areas will guide how funding is directed to support an improved bus network in the district. Demand responsive and community transport will be part of the solution, as will closer integration of different travel requirements, such as education, social care and health transport. Our proposals for the bus network, as set out in the Bus Service Improvement Plan (BSIP), will deliver frequent, reliable services along key corridors in East Cambridgeshire. These could include links to and between key conurbations such as Newmarket, Soham, Ely, March, Chatteris, Sutton, Ely and of course Cambridge.

We have and will continue to work closely with partners and East Cambridgeshire District Council to deliver their recently adopted bus services strategy. The New Bus Services for East Cambridgeshire prospectus sets out a series of proposed bus service improvements, which are a combination of new scheduled services, improvements to existing services and demand responsive transport services (DRT). Following the DRT trial in West Huntingdonshire the success, efficiency, viability, and cost effectiveness of the scheme will be assessed ahead of extensive extended rollout of DRT across East Cambridgeshire. This will be investigated and delivered if appropriate to improve connectivity to key destinations such as employment, education, health, retail, and other services. This will improve greater connectivity with transport interchanges on key corridors such as railway stations and public transport interchanges to ensure better connected communities are delivered across the

district. Also proposed new services will be based on the Ely Zipper model including fewer stops, shorter journey times, hourly service and travel in one direction in the morning, which is reversed in the afternoon. As well as being frequent, services also need to operate to regular clock face timetables to encourage use.

In relation to the above, we will continue to support localised community transport and demand responsive services to provide improved accessibility for all. This will reduce social exclusion by providing access for those located in rural villages without access to a conventional bus service and those individuals without access to a private car.

### Rail services

We continue to work with Network Rail to deliver additional capacity through the Ely area for We continue to work with Network Rail to deliver additional capacity through the Ely area for We continue to work with

Network Rail to deliver additional capacity through the Ely area for the benefit of passenger and freight services. The EACE project will help to deliver additional rail services, including to Cambridge, Kings Lynn, Peterborough, and Ipswich, and provide the capacity for any future services to Wisbech. The scheme should ensure more reliable journeys for all passengers whilst providing additional capacity for freight services between Felixstowe and Nuneaton, hence reducing the need for freight to be transported by heavy goods vehicles along the A14.

The benefits brought about the implementation of the EACE will be maximised by the double (twin) tracking of the Ely to Soham route. These two schemes will provide much-needed additional capacity, create new journey opportunities, and deliver faster, more frequent rail journeys for passengers, whilst maintaining highway access for residents and businesses in Queen Adelaide. These schemes form part of a rail package for the area that also includes the Snailwell Loop and Dullingham Loop.

Together with improvements to our rail network, we will explore how these services can be better integrated to provide a seamlessly integrated public transport network including improved timetabled connections, interchange facilities and common ticketing. These improvements in delivering an integrated and high-quality public transport network, will ensure that it genuinely acts as an alternative to the private car, allowing everyone to easily access employment, education or key services elsewhere and thereby reduce social inclusion. We also recognise the importance, in terms of accessibility, of ensuring public transport fares are affordable, so we will work with bus and train operators, as well as Local Authority partners to help deliver solutions for this.

### Park & Ride provision

It is recognised that in a predominantly rural area, it will sometimes not be practical for people to complete their entire journey by active travel modes or by using public transport provision. Park and Ride can help to reduce the number of vehicles - and their associated impacts on the environment and congestion - entering Cambridge by intercepting vehicles before they get into the congested city centre. New Park & Ride provision on the A10 corridor at Waterbeach will be investigated this would provide a link to central Cambridge and the North East Cambridge area. This alongside the relocation of the Newmarket Road Park & Ride site, will increase the capacity of the Park and Ride offer to the north and east of the city. These form part of the GCP's City Access proposals and will help to limit the impacts on Cambridge of car-based trips originating in East Cambridgeshire,

by intercepting more of these trips before they reach the city. This is an important tool in reducing carbon emissions, assisting in our fight against climate change and ensuring that we meet the stated ambition of a 15% reduction in car mileage. [However at this time](#), East Cambridgeshire District Council does not support Congestion Charging, Road Pricing, or a Work Placed Parking Levy.

### **Highway improvements**

East Cambridgeshire, reflecting its rural geography and the lack of an integrated high-quality public transport and active travel network, remains heavily reliant on its highway network, particularly to travel between and within its towns, villages, and hamlets. Population growth, combined with increased long-distance commuting and a successful local economy, means that investment in tackling key 'pinch points' across the network is necessary. [This](#) alongside funding for sustainable transport, is required to reduce congestion, improve journey time reliability, and address the underlying safety and health concerns.

Capacity is most constrained on the A10, which links Littleport, Ely and Waterbeach to Cambridge. This route suffers from peak-time congestion that adversely impacts on all modes, as well as having a poor road safety record. We will prioritise investment to improve journey time reliability for drivers and freight movements and address safety issues for all modes along this corridor, particularly in relation to junctions and [road](#) capacity. In addition, we will provide for a new high-quality segregated offroad facility for pedestrians, cyclists, and horse riders along the route's length from Ely to Cambridge. In addition, work will continue on the A142 capacity study, and we will work with partners to assess and develop potential solutions to the A14/142 junction.

Continued support for electric vehicles will ensure we deliver the aims and objectives of the East Anglian Alternative Fuels Strategy and ultimately help us to reduce carbon emissions thereby ensuring we continue to our drive towards net zero

## **Strategic Projects**

### **North / South**

The A10, and the parallel Cambridge to Kings Lynn railway line, form the main transport links between Ely and Cambridge. They enable travel between Fenland, East Cambridgeshire, West Norfolk, and Cambridge, and directly serve key centres on the northern fringe of Cambridge and on the routes themselves. The Cambridge Science Park and neighbouring innovation centres and business parks on the northern fringe of Cambridge are home to an exceptionally high-performing cluster of high-tech and knowledge-based businesses. [Lancaster Way business park is also a key employment site](#). Because of their position linking these employment sites to residential areas in Ely and beyond, the road and rail links are in high demand and therefore very busy, particularly at peak times when there is extensive congestion.

The A10 Ely to Cambridge Improvement project includes a package of transport measures and options designed to address these challenges, with the longer-term aspiration of

reducing congestion, and therefore improving the efficiency and performance of the A10 between Ely and Cambridge for all modes of travel, whilst not detracting from achieving our climate change and net zero aspirations.

Improvements to the highway network through a series of enhancements to junctions, such as to the A142/Lancaster Way roundabout and the A142/A10 'BP' roundabouts, will help to support employment development; for example, at the Grovemere and Lancaster Way Business Parks. As part of these works it will be essential to deliver the cycle/pedestrian crossing over the A10 near to the BP roundabout in order to make the Active Travel option attractive. These improvements, will provide a safe route for pedestrians, cyclists, and equestrians, helping to provide attractive alternatives to the private car. Some of improvements to the Lancaster Way and the 'BP' roundabout have already been delivered on an 'interim' basis, whilst further investigations are undertaken to understand how best to deliver a longer-term solution.

Further work is planned to prioritise specific capacity and safety improvements to the A142 corridor, where a high proportion of fatal collisions remain a local concern.

#### East / West

We will continue to work with Suffolk County Council and West Suffolk Council to investigate potential options for junction improvements at Exning, Junction 37, where the A142 from Soham and Ely meets the heavily congested A14, and at Junction 38, where the A14 and A11 (towards Norwich) converge. The congestion at these pinch points is not only a safety concern but also has knock- on impacts on journey time reliability.

## Local Projects

### Active Travel Improvements

East Cambridgeshire District Council's Corporate Plan 2021-2023 included a promise to champion and improve the strategic cycle and footpath network across the district. A list of priority routes has been developed so that the Council has a set of schemes that are ready to submit when funding becomes available.

The District Council sought the views of residents around where they would like to walk or cycle to but cannot due to a significant barriers including:

- The maintenance level of the infrastructure;
- Street clutter obstructing the footpaths;
- Insufficient street lighting; and
- There not being safe crossing points along the route.

In addition, supporting infrastructure such as cycle parking, adequate signage and promotion of existing routes are also needed to encourage people to use active travel across the district.

[East Cambridgeshire District Council has recently adopted a key strategy related to walking and cycling. The East Cambridgeshire Cycling and Walking Routes Strategy identifies new cycling and walking routes that will create better links to employment, learning, healthcare and wellbeing support, shopping, leisure facilities. The networks of routes will be focused on and around public transport hubs and town centres, to make cycling and walking the natural choice for shorter journeys or as part of a longer journey. In addition, the District Council has](#)

### Rail improvements

It is important that parallel upgrades to the level crossings at Queen Adelaide be provided as part of the EACE scheme, which will support the need to deliver additional rail services, while ensuring that road network access for residents and businesses in Prickwillow, Queen Adelaide and North Ely is maintained. The EACE has already been subjected to initial public consultation. Further development to the scheme and another round of public [took place](#) in 2022. Subject to funding, a final round of public consultation will commence in 2023, before a Transport and Works Act Order is sought prior to its submission to the Secretary of State, currently proposed for 2024.

### Ely

By far the largest housing allocation within the district is planned for the north of Ely, with approximately 3,000 homes at the Church Commissioners site to the east of Lynn Road and the Endurance Estates site between Lynn Road and the A10. To support the sustainability of this development, enhance accessibility and reduce transport related emissions, it is essential that reliable and frequent bus links are provided to and from the development, ensuring access to Ely city centre and the railway station. This link must be aligned with the overarching public transport network and strategy to ensure a seamless integrated of the bus services. In addition, an extensive package of pedestrian and cycle links to connect the development to the rest of the city and key nearby local centres and services is imperative [and set out in the 2014 North Ely Supplementary Planning Document](#).

In addition to EACE, improvements are planned to public transport interchange facilities, pedestrian and cycle access and car and cycle parking at Ely Railway Station. These improvements aim to facilitate access to the rail network in the district, thereby improving residents' and visitors' ability to access key destinations.

North of the Ely North Junction, all three lines cross the B1382 at Queen Adelaide. Since increasing the number of trains will have an impact on traffic and safety at the level crossings, work has also been undertaken to assess highway investment options on the B1382 to mitigate the local impacts of unlocking the strategic benefits to the rail network to ensure that highway access to Queen Adelaide, and neighbouring settlements, is maintained.

### Soham

Soham has also been allocated significant growth within the Local Plan, with 2,300 additional homes by 2031 concentrated on the southern and eastern edges of the town. Despite a population of more than 10,000, [the public](#) transport provision is now limited to infrequent rail and bus services.

Following the opening of a new railway station at Soham we will continue to lobby Network Rail for the doubling of the track [and capacity](#) between Ely, Soham, and Newmarket. This will include the rebuilding the '[Snailwell Loop](#)' at Newmarket that is currently being explored for the longer-term which could support additional services, including direct to Newmarket and Cambridge.

[Connectivity with and to, the new railway station in Soham will help to support new developments by making the town a more attractive place to live, improving public transport links and offer a real alternative to the private car for residents.](#)







# **GREATER CAMBRIDGE**

## Overview

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct strategies for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Each strategy outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by the Combined Authority and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities before they are able to proceed.

Each strategy is set out below, and includes:

- Summary of recent and planned growth, and local transport constraints;
- Progress and projects delivered to date; and
- Transport schemes to help deliver each strategy.

## Background

Greater Cambridge includes both the city of Cambridge and the surrounding district of South Cambridgeshire and has a combined population of approximately 308,000 people. The Greater Cambridge area is important to the national economy and includes the historic city centre; two [world class](#) universities; internationally renowned high-tech research, innovation, and science parks (including the largest centre of medical research and health science in Europe: the Cambridge Biomedical Campus); and more than one hundred rural hamlets, villages, and three new towns under development.

Cambridge itself forms the centre of the region, with a population of approximately 146,000 people. It includes a city centre with an extensive retail, leisure and tourist offer, two universities, and a number of large employment sites. Many residents cycle or travel by public transport to work: 52% of people cycle at least once a week, greater than any other Local Authority area in the country.

South Cambridgeshire, by comparison, is a predominately rural district, comprising over a hundred villages and hamlets of a variety of sizes and with varying degrees of connectivity by public transport and active modes. There are also four new settlements under development. Cambourne is the most established, a new settlement located ten miles west of Cambridge. [Cambourne West \(2,350 homes\), and adjacent new village at Bourn Airfield \(3,500 homes\) are planned whilst the emerging Local Plan indicates the potential for a significant number of 2,000 further additional homes.](#) Northstowe, a new town located five miles north-east-west of Cambridge, is in development and due to grow to accommodate approximately 10,000 homes, whilst a new town north of Waterbeach of 11,000 homes has planning permission and early work has started. [A new village at Bourn Airfield of around 3,500 homes is also proposed for development.](#)

Aside from the cluster of biotechnology and science parks located in South Cambridgeshire, including the Cambridge Science Park, the Wellcome Genome Campus, Babraham Research Campus and Granta Park, the area predominately looks to Cambridge for employment, shopping, leisure, and major services that complement those located within the

district or market towns just outside. 23,400 South Cambridgeshire residents commute to work in Cambridge, compared to 23,800 who work within the district itself.

## Recent Developments

Greater Cambridge has grown significantly over the last two decades, with more businesses choosing to locate in the area. This has put pressure on the area's transport infrastructure. According to Cambridgeshire County Council's 2018 population estimates and forecasts, Greater Cambridge's population has increased by 12% over the past ten years, while property prices have increased by more than 64% between 2011 and 2021. Greater Cambridge is now one of the most unaffordable places to live in the country, with average house prices more than ten times average local earnings in 2021. This has the potential to undermine quality-of-life and the region's attractiveness as a place to live and work. Recent growth has seen the historic development pattern of Greater Cambridge change significantly in recent years, with Cambridge emerging as the heart of a rapidly growing, polycentric city region.

Historically, employment and economic activity in the city was focused around the city centre but beginning with the construction of the Cambridge Science Park in 1971, development has increasingly occurred on the city 'fringe'. Partly reflecting the constraints on land for development in and around the city centre's historic core, Cambridge's development and employment has become increasingly decentralised, with existing and planned employment and leisure activity focused within six key areas:

- Cambridge City Centre;
- Cambridge Station, CB1 and Hills Road;
- Cambridge Biomedical Campus and 'Southern Fringe';
- North East Cambridge, including Cambridge Science Park;
- West Cambridge and North West Cambridge (Eddington); and
- Cambridge East.

Collectively, these sites account for 63% of all jobs within the Cambridge urban area, and 40% of all jobs within Greater Cambridge. Growth in the Cambridge urban area, as proposed through the 2018 Cambridge and South Cambridgeshire Local Plans, is largely focused in these areas, which benefit from agglomeration and better good labour market accessibility than more rural areas.

Both Cambridge and South Cambridgeshire have plans to meet identified development needs, which will require continued investment in the region's transport network to provide the capacity, connectivity and accessibility required. More than 33,500 homes and 44,000 jobs are expected to be delivered by 2031 under both districts' adopted 2018 Local Plans, where the most sustainable locations are prioritised first for growth. Housing growth is proposed under the Plans from 2011 to 2031:

In the existing urban area of Cambridge (6,800 homes);

- Within defined fringe sites on the edge of Cambridge, and sites proposed to be released from the inner Green Belt boundary (e.g., at North West Cambridge) (12,700 homes);
- Within existing and newly identified new settlement locations at Cambourne, Northstowe, Bourn Airfield and Waterbeach (8,100 homes); and
- Lastly within identified villages (8,200 homes), reflecting the difficulty in achieving sustainable growth in these locations.

In 2014, the Greater Cambridge area negotiated a City Deal with government, delivering up to £500 million of grant funding to invest in projects to support future sustainable growth as outlined in the 2018 Local Plans. The City Deal recognised the region's national importance and provided funding to address several key constraints to growth – particularly the transport network. The Greater Cambridge Partnership was established to plan and deliver the City Deal. Its Board comprises a representative from each of Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council, the University of Cambridge, and the business community.

Looking to the longer-term post-2031, the two Local Planning Authorities are preparing a joint Local Plan for Greater Cambridge which will consider the development needs for homes and jobs to 2041. The emerging plan directs development to where it has the least climate impact, where active and public transport is the natural choice, where green infrastructure can be delivered alongside new development, and where jobs, services and facilities can be located near to where people live to reduce reliance on the private car.

The Combined Authority is working closely with the Local Planning Authorities, Greater Cambridge Partnership, Cambridgeshire County Council, and other relevant partners to deliver a world class transport network in Greater Cambridge. Our partnership working here seeks to ensure that the adopted and emerging development strategy is supported by effective and sustainable transport policy and infrastructure. This includes supporting the potential role of a sub-strategy for the Greater Cambridge area, that would update the previous Transport Strategy for Cambridge and South Cambridgeshire that was prepared in parallel with the 2018 Local Plans under a previous Local Transport Plan ~~and~~. The strategy will form a 'child' document to this Plan.

## Transport Challenges

Supporting growth presents a unique challenge for Greater Cambridge. There is a clear need for an ambitious approach to significantly increase transport capacity to shift current trips to sustainable modes as well as support additional trips from new residents, while tackling congestion on the highway network and creating more attractive, less car-focused places to live and work. Tackling congestion was identified in the City Deal as a key barrier to growth. The Greater Cambridge Partnership aims to reduce traffic by up to 15% on 2011 levels, equivalent to taking one in four cars off the road compared to today's traffic flows. Commuters into Cambridge by car spend on average a quarter of their journey time stuck in traffic, with significant implications for their productivity and wellbeing.

Current levels and patterns of travel in the Greater Cambridge area already have a detrimental environmental and social impact. Furthermore, the impact of this An increase in the number of people making journeys in the area will ~~have a detrimental impact on the environment if not accommodated sustainably~~ make these worse if not accommodated sustainably. Air pollution is linked to diseases such as cancer, asthma, dementia, heart disease, stroke and diabetes and in 2020 ~~contributed~~ ds to over one hundred to 121 early deaths in Cambridge and South Cambridgeshire ~~each year~~. The toxic pollutant nitrogen dioxide (NO<sub>2</sub>) has, on occasions, breached legal limits for human health on Drummer Street, Emmanuel Street, Regent Street and St Andrew's Street in Cambridge. In addition, transport causes almost half (45%) of our local climate-warming carbon emissions - more than any other source. Particulate matter from transport is also of concern. Cambridge City Council, Cambridgeshire County Council and South Cambridgeshire District Council have pledged to reach net zero carbon in the coming decades. Without action, the number of car journeys may rise by up to 50% by 2031, impacting on local air quality and health outcomes, and potentially threatening the region's quality-of-life. Cambridge is a historic city, and simply

providing additional highway capacity to support growth does not form a viable or attractive option.

To address the current congestion and environmental problems, accommodate new growth and address the climate emergency we need to make sustainable transport a more attractive option than the private car for many more journeys. To do this, we will need to significantly invest in [tackling](#) the barriers that we already know prevent people using public transport or walking and cycling, as well as discouraging car trips where these could be made by other means.

Extensive public engagement has shown that reliability, speed, and frequency of public transport are all key barriers to encouraging more people to use bus services. The high cost of public transport is also often cited as a deterrent to people making the switch from private car, especially when balanced against the cost and availability of car parking. [Feedback from the GCP's 'Choices for Better Journeys' consultation in 2019 identified that if parking charges or flexible charges were introduced, additional money should be used to improve transport across the area and that it should be cheaper to travel into Cambridge by public transport than drive and park.](#) Congestion means that many bus services are comparatively slow, particularly on routes into the city, leading to poor reliability that can mean that users do not feel they can rely on the bus to travel to work or access essential services.

Bus operators highlight traffic congestion as the most important issue affecting the efficiency of operations and relative attractiveness of services. In Cambridge for example, the average speeds on roads entering the city during peak hours is less than 60% of free flow speed. Vehicular tracking data from buses identified that on routes serving central Cambridge 21% of services left their origin destination late. [The lack of bus depot provision is also problematic for operators and a further barrier to addressing the efficiency of operations.](#) Competition for road space between public transport, private vehicles and [nonmotorisednon-motorised](#) users results in delays for everyone. Accessibility to bus services can be problematic even within the city with routes largely run along radial corridors into the city centre and often not penetrating major destinations and employment sites.

Due to high housing costs within the city, there is an increasing number of people who reside outside the city and travel in for employment. Services from these towns and [the surrounding rural area](#) are often infrequent or non-existent, with services limited at evenings and weekends, undermining the ability of the public transport network to compete with the private car.

[The Greater Cambridge area is well-served by rail, with four lines radiating from the city itself, providing connectivity for the more rural areas via the village stations in South Cambridgeshire. However, accessibility to village stations can be problematic due to a lack of integration with bus services - where they exist - or poor connections by active travel. Along the Cambridge to Kings Cross line, the Meldreth, Shepreth and Foxton Community Rail Partnership has been proactive in identifying what these deficiencies are through the production of a Local Rail Improvement Plan.](#)

During the pandemic, traffic levels in Greater Cambridge fell significantly, demonstrating significant benefits for bus reliability and speeds, as well as creating safer and more pleasant environments for active travel. Recent data suggests that traffic levels are now returning to near pre-pandemic levels, with clear peaks in the morning and evening, even as significant levels of home-working continue. Bus patronage has not recovered at the same rate. Without action, trends around increasing congestion and pollution are likely to continue in the area particularly given predicted levels of growth.

Historically, Cambridge has a proud tradition of active travel. The city is unique in this country in having a very significant level of cycling, with the 2011 Census revealing that 29% of journeys to work were made by bike. The topography of the area lends itself to cycling and where safe infrastructure is provided there is strong evidence that people will commute much further by bike than traditionally assumed. Different types of bike, such as e-bikes and cargo bikes, are also expanding the range and nature of trips that people are making.

Significant investment has already been made in improving infrastructure for active travel across the city in recent years, with bold steps taken to prioritise non-motorised users over vehicular traffic. During the pandemic, many more people turned to cycling, revealing a hidden demand for more journeys to be active. However, we know that there are barriers to people undertaking more journeys by active modes.

A [GCP consultation in 2021](#) revealed recurring themes for both walking and cycling that would help support people to use these modes more often, all of which were linked to safety and the interaction with traffic. The top three changes that would support people to walk or use mobility aids more often were safer routes, less traffic, and direct routes. The top three changes that would encourage people to cycle more were more segregation, safer junctions, and quieter routes.

The challenge of increasing the use of sustainable transport is in large part due to the priority given to private vehicles over sustainable transport modes. Although through traffic has been banned from the city centre for many years, there remains a number of key routes into and around the city where private vehicles and sustainable transport compete for limited road space. Furthermore, the cost and availability of parking can determine whether people choose to leave their car at home. Although public car parking in the centre of Cambridge is priced to encourage commuters to use Park and Ride sites on the edge of the city, there is still a considerable stock of private car parking spaces. Similarly, residents' parking schemes exist in several areas but there remain many streets where parking is freely available. Neither of these situations provides a deterrent to people driving into the city, even if they could use sustainable transport.

## Progress to Date

In 2020, the Greater Cambridge Partnership unlocked up to a further £400m to deliver its programme following a government review of its progress since the initial £100m investment in 2015. Recognition was given to the significant success and progress made on plans for sustainable travel into and across the city. This successful review has enabled the GCP to continue with its plans to significantly enhance the sustainable transport network, including through provision of four segregated public transport and active travel corridors, public transport, and active travel improvements on key radial routes into the city, as well as the network of Greenways and cross-city cycle improvements.

In 2021, the GCP completed the Histon Road scheme providing better bus, walking, and cycling facilities for those travelling on this busy key route into Cambridge. Phase 1 of the Chisolm Trail also opened to the public at the end of 2021, including the new Abbey-Chesterton bridge, providing walking, and cycling links between Cambridge North Station and Coldham's Lane. Work is now turning to the more detailed design of Chisolm Trail Phase 2 which will connect Coldham's Lane to Cambridge Station and Clifton Road. The GCP has completed four cross-city cycling schemes to improve key routes within the city, improvements to the A10 cycleway to Melbourn, as well as a range of early improvements on key schemes including phase 1 of Cambridge South East Transport and Greenways 'quick wins'. Work [will commence later in 2022](#) [has now commenced on Milton Road](#) to

improve infrastructure for pedestrians, cyclists, and buses. [This is due to complete in 2024. on Milton Road.](#)

Considerable progress has been made on the development of all four of the flagship public transport and active travel schemes since the previous LTP was adopted. All four corridor schemes have undergone further public consultation to advance the business case of each. The status of each is as follows:

- *Cambourne to Cambridge.* In July 2021, the GCP Board approved the Outline Business Case for the scheme and gave approval for the project to advance to the next stage of the application process by commencing work on the Environmental Impact Assessment. The consultation on the EIA [will take took place in Summer 2022 with the Transport and Works Act Order \(TWAo\) submission scheduled for 2023.](#)
- *Cambridge Eastern Access.* In July 2021, the GCP Board approved the Strategic Outline Business Case (SOBC) for the scheme, which confirmed that there is a strategic case for the project. Following this, a consultation was held in late 2021 on the preferred options for public transport, cycling and walking on Newmarket Road, as well as initial plans for the Park and Ride site relocation. [The Outline Business Case \(OBC\) for Newmarket Road was approved in September 2022.](#)
- *Cambridge South East Transport.* Implementation of road safety, walking, cycling and horse-riding improvements along the A1307 has already begun under Phase 1 of the scheme. The GCP Board approved work on the next phase of the project, working towards the submission of a Transport and Works Act Order in [late 2022/early 2023.](#)
- *Waterbeach to Cambridge.* Following on from a consultation on initial options, the GCP Board approved the Strategic Outline Business Case for the scheme in July 2021. Work is now focused on developing preferred options for the route alignment [and for the location of a new park and ride near the new town at Waterbeach. These options will be consulted on in 2023.](#)

The GCP is taking forward twelve Greenway routes, linking communities around Cambridge to the city through provision of new and improved active travel infrastructure. Consultation has been undertaken and budgets for all twelve Greenways have now been approved, with each Greenway now moving to a more detailed design phase. The technical design for 11 of these Greenways will be subject to engagement through 2022 [and early 2023](#) with delivery to begin in [late 2023](#). The Linton Greenway has already started construction as part of phase 1 of CSET.

A number of 'quick wins' have been delivered, including road resurfacing, improvements to junction safety and new crossing points, both within Cambridge but also within and between villages in South Cambridgeshire. Preliminary design is currently underway for [a two-way cycle path along the north side of active travel improvements along](#) Madingley Road, between Eddington Avenue and Northampton Street.

Cambridgeshire County Council has continued to deliver the schemes secured through its successful bid to the Department for Transport's (DfT) Cycle City Ambition Fund, the aim of which was to provide separate cycle lanes on the main roads in Cambridge and to create good quality cycle links to employment areas in Cambridge and South Cambridgeshire. This includes the newly opened bridge in Chesterton which forms an integral part of the Chisholm Trail.

The first Dutch-style roundabout in the country was opened at the Fendon Road/ Queen Edith's way/Mowbray Road junction in 2020, giving equal priority to cyclists and pedestrians

as motor vehicles through an innovative design. Since the previous LTP was adopted, the Covid-19 pandemic has had an unprecedented effect on the way people travel around in Greater Cambridge. In response to the initial wave of the disease, steps were taken within Cambridge to make it easier for people to walk and cycle around the city and to maintain social distancing. This was done through a series of experimental traffic management measures which closed various streets to through motor vehicle traffic. Following the trial period, the County Council as highway authority has decided that all the trials should be made permanent.

More widely, various schemes have been delivered to encourage uptake of active travel. This includes an e-scooter trial in Cambridge as well as e-bike hire and an e-cargo bike scheme to give residents and businesses the opportunity to try these out.

Alongside improvements to sustainable transport infrastructure, the Greater Cambridge Partnership has continued to develop proposals to significantly improve bus services across the Cambridge travel to work area, encourage uptake of active travel, and identify a mechanism to create space and raise revenue in order to deliver these improvements. In autumn 2021, the 'Making Connections' consultation set out proposals for an improved bus network and explored measures that could be delivered to create space for walking and cycling, alongside improving bus speeds and reliability, and options for raising money to pay for improvements to the transport network. Shaped by the feedback from that process, a proposal for a package of bus and active travel improvements, funded by a Sustainable Travel Zone within which drivers will pay a charge, has been out to consultation during Autumn 2022. The GCP's Executive Board will review the responses to the consultation and make recommendations about the way forward during 2023. The implementation of any future charging scheme would be a decision for Cambridgeshire County Council as the highways authority. If there were to be a decision to proceed, bus network improvements and fare reductions could start to be implemented, front funded by the city deal funds, from as early as the end of 2023.

The first steps towards a move to cleaner buses has been made through a successful bid to the Department for Transport for a grant towards thirty new zero emission double decker buses which will come into service early in 20223. The £4.295m grant forms 26% of a partnership between the Combined Authority, the Greater Cambridge Partnership, and a local operator. The buses will operate on the Park and Ride and Citi2 routes and will also include in-depot charging and charging infrastructure at one Park and Ride site. This follows an initial pilot of 2 electric buses operating in the city co-funded by the GCP and Stagecoach.

A number of schemes being advanced by other partners which connect the city to the wider strategic rail and road networks have also made progress since the last LTP was adopted. Plans for the new Cambridge South Station were approved by the Secretary of State in December 2022, have been progressed through the statutory processes with a public inquiry held in early 2022 and a decision is anticipated later in the year.

The upgraded Huntingdon to Cambridge A14 opened in May 2020, delivering twenty-one miles of new and upgraded road, as well as improvements to connections for cyclists, walkers, and horse riders. The other major highway scheme in this ~~is~~ area – the A428 Black Cat roundabout to Caxton Gibbet scheme - received approval from the Secretary of State in August 2022. – has been subject to public examination and a decision is anticipated in summer 2022.



## Our Approach

Our strategy for addressing the transport challenges that the Greater Cambridge area faces involves transforming the sustainable transport offer, so more people choose to travel by public transport, cycling and walking and fewer by car. In doing so, we will be flexible and responsive to changing patterns of mobility and technology, and improve accessibility to jobs, services, and leisure opportunities for all our residents.

The public transport network needs to be quicker, more reliable, and convenient than the private car. To do this, it is essential that the whole journey is considered, and an integrated, and high-quality public transport system is provided, which seamlessly connects with other modes for the first and last mile. It also needs to be able to compete on cost.

Figure x (add in GCP Future Network Map 2030) illustrates the GCP's Future Network 2030 vision and includes wider strategic infrastructure being delivered by other bodies. This includes a new railway station serving the Cambridge Biomedical Campus and the introduction of a completely new railway line into Cambridge from the west as part of East West Rail. Building on this, the vision shows a significantly improved bus network, linked to a number of travel hubs. Integral to this network will be four segregated corridor schemes designed to offer better public transport and active travel routes to the west, north, east and south east of the city. These routes have been identified as essential to linking the growing communities along each corridor, including Cambourne and the new town north of Waterbeach as well as large employment clusters at West Cambridge, North East Cambridge, Cambridge Biomedical Campus and Granta Park. In addition, it sets out a strategic network of greenways and city cycling improvements for non-motorised users which will provide the backbone of a comprehensive network of infrastructure for active travel that stretches outside the city.

This framework provides the basis for a transformed public transport network that will better connect the places where people currently live and work, as well as encompassing the new and growing areas. This will include more rural connections as well as new routes into employment centres, coupled with more frequent services and longer operating hours. Figure x (add in GCP Future Bus Network map) illustrates the Future Bus Network 2030 and shows how contemporary Cambridge with its polycentric employment sites, railway stations and Park and Ride sites will be better connected to the surrounding rural areas.

Travel hub capacity will be enhanced to enable people to join the sustainable transport network further from Cambridge. The travel hubs will link up bus, cycling (including facilities for e-bikes) and walking networks and capacity enhancements to the Park and Ride provision. This will see an additional 10,000 Travel Hub spaces provided through the extension of existing sites and the addition of new sites along key corridors. This additional ring of Travel Hub sites will be seamlessly integrated into the surrounding local transport networks, acting as travel hubs with high-quality interchange between local bus and demand-responsive services, together with the walking and cycling network.

To genuinely be able to compete with the private car, services in rural villages will have longer operating hours and higher frequencies. This may include a core, rural service, and a move towards demand responsive transport such as the TING service being trialled in west Huntingdonshire and will be better connected to railway stations and travel hubs to facilitate onward journeys. Towns and larger villages will have substantially improved services of higher frequency and longer operating hours, some of which would be express services, substantially improving journey times. In Cambridge this would mean more direct services between employment sites, residential areas and local shops and services, and more

journeys to the key traffic generators including the hospitals operating as a turn up and ride service of less than ten-minute intervals. This revised network will be complemented by an extensive set of demand responsive transport services that will be focused to address the gaps in the public transport network. Work will also be undertaken to consider how fares could be reduced to attract more people to use the bus.

However, additional services, improved infrastructure and better connections alone will not convince people to leave their car at home if the bus still gets stuck in traffic, the fare is too expensive, or they feel intimidated by traffic when cycling or walking. To truly make public transport a realistic alternative, priority needs to be given to buses so that they do not get stuck in the same congestion as cars. They also need to be more affordable for people to use. To do this we must cut congestion and free up road space for more services as well as raise money for additional services, cheaper fares and improved walking and cycling routes. To do this, a form of demand management will need to be introduced in the city so that the city's road network is prioritised for walking, cycling and public transport. A mechanism to raise funding for sustainable transport improvements will also be identified.

The GCP's City Access project has developed proposals for significantly improving the bus network, investing further in walking, and cycling provision alongside exploring options to create space for sustainable transport and a funding mechanism for improvements. The Making Connections consultation explored these issues in autumn 2021, including seeking feedback on a new bus network as well as options for introducing charges for driving and/or parking in Cambridge. This built on previous public engagement through 'Choices for Better Journeys' and the Greater Cambridge Citizens' Assembly. Further work is now being undertaken to develop a package of proposals to improve public transport, walking and cycling, together with a scheme to reduce congestion and pollution and raise money to invest in sustainable transport improvements. Shaped by the feedback from that process, a proposal for a package of bus and active travel improvements, funded by a Sustainable Travel Zone within which drivers will pay a charge, has been out to consultation during Autumn 2022. The GCP's Executive Board will review the responses to the consultation and make recommendations about the way forward during 2023. The implementation of any future charging scheme would be a decision for Cambridgeshire County Council as the highways authority. If there were to be a decision to proceed, bus network improvements and fare reductions could start to be implemented, front funded by the city deal funds, from as early as the end of 2023.

Alongside this, work is continuing on developing a revised network hierarchy for Cambridge that prioritises sustainable transport and active travel modes. With a mechanism that raises funds to provide better bus services and reduces traffic volumes in the city, bold physical measures can be introduced as a complementary measure to prioritising people over the private car and to provide a framework on the basis of which to decide the best use of public space liberated by a reduced number of cars. Physical measures could include bus lanes, cycle lanes and wider footways, modal filters that only allow buses, cyclists, and pedestrians through and more pedestrianised areas.

In addition, further controls on parking will be introduced across the Greater Cambridge area. This includes the delivery of civil parking enforcement in South Cambridgeshire, as well as delivering area parking schemes within Cambridge, including residents' parking schemes. Following a decision on Making Connections, an Integrated Parking Strategy will set out how on and off-street parking can be more effectively managed to encourage greater use of sustainable transport options, including Park and Ride.

To underpin the vision for public transport within Greater Cambridge, significant investment will continue to be made in the active travel network across the sub-region. To persuade people to walk and cycle more, we need to provide safe, integrated, convenient, and high-quality routes and crossings, to segregate people from traffic and protect them at junctions. To spread Cambridge's cycling culture further into the rural parts of South Cambridgeshire, twelve Greenways will be developed and connected to the city centre. The Greenways will enable walkers, cyclists, horse riders and other non-motorised users to travel sustainably into the city. These will form the basis of a network linking the rural areas to the city. These will be complemented by additional active travel infrastructure alongside the four public transport corridor projects to the north, east, southeast, and west of the city. Within the city, the Chisholm Trail will connect the north of the city to Cambridge Station and the Biomedical Campus, alongside improvements to active travel infrastructure on key radial routes including Milton Road and Madingley Road, building on successful delivery of schemes on Histon Road, Huntingdon Road and Hills Road.

Building on the draft Local Walking and Cycling Infrastructure Plan, analysis has been undertaken on the current active travel network to identify further gaps and missing links, and this work has identified thirteen more gaps and missing links within the city and its hinterlands that could benefit from significant improvements. The GCP is taking forward initial work on two of these links, on Hills Road and the A1134 (Perne Road, Mowbray Road, Fendon Road). These improvements will encourage active travel by overcoming some of the barriers we know prevent people from walking and cycling. There is also a desire to identify gaps and missing links further away from the urban areas of Cambridge, where the nature of travel is much more rural. Linking into the Rights of Way Improvement Plan and the developing Active Travel Strategy to help identify the key areas for improvement and better connectivity will be vital, and to get past the barriers to active travel. This could include linking villages to key services in neighbouring villages, such as schools, healthcare, and shops. It could also include linking rural areas to key public transport hubs and bus stops, by providing safe routes and facilities for switching mode.

New development has an important role to play in supporting this approach. In order to move away from the traditional 'predict and provide' approach to vehicular traffic on new developments, developers will be expected to adopt a 'decide and provide' approach. This means that, where deemed appropriate, new developments will need to clearly set out what mode shares will need to be achieved and how it will be monitored and enforced, so that there is no increase in development-related vehicular trips on the network. For strategic sites, this will mean a significantly reduced mode share for cars. Developers will be expected to demonstrate how a combination of supporting measures, policy requirements and behaviour change will work together to deliver new communities where it is easier to make sustainable transport choices than to use the private car for most journeys. In addition, a move away from plentiful unconstrained parking within new developments will be critical to achieving this. Supporting measures and policy requirements for helping to achieve these low car mode shares could include trip budgets and using alternative methods of parking provision on the edge of developments, for example. The vehicular trip budget approach is already being used at North East Cambridge.

Our highway network will continue to play an important role for some journeys, particularly those between our rural villages and for freight movements.

Where appropriate, targeted highway improvements will provide additional capacity for essential highway trips where major population growth is expected, such as investment in the A10 at Waterbeach New Town, accompanied by investment in sustainable transport.

Improvements to orbital corridors would help to ensure that strategic traffic can bypass Cambridge effectively and reduce traffic flows through Cambridge and smaller towns and villages.

We will assess the feasibility of investing in a limited number of specific 'pinch points' in the highway network that currently contribute to severe localised traffic congestion and cannot be alleviated through other means, accompanied by complementary initiatives to avoid knock-on impacts elsewhere on the network. We will ensure our partners are given support to develop and implement a number of wider strategic upgrades to the highway network, such as the completion of the A428 to the Black Cat junction. This will improve connectivity and key freight linkages with the rest of the country.

## Working in Partnership

Key to successfully delivering our strategy is working in collaboration with key local partners. Several organisations have specific responsibilities for transport, planning and project delivery, and hence, partnership working is key to delivering our vision for the Greater Cambridge sub-region.

We will work closely with:

- The Greater Cambridge Partnership, who are currently leading the development and delivery of a programme of sustainable transport improvements, including a series of public transport corridors connecting Cambridge to growth sites to the north, east, south east and west of the city.
- We will support the GCP in delivering the proposed bus network improvements set out in Making Connections, through enhanced partnerships or franchising, if the decision is taken for the scheme to progress.
- The local planning authorities of Cambridge City Council and South Cambridgeshire District Council, including to develop an update to the Transport strategy for Cambridge and South Cambridgeshire alongside the Greater Cambridge Local Plan
- Cambridgeshire County Council, who have responsibilities for maintenance and investment in the local highway network; and, and, if a decision were to be taken to proceed, for administering any future road pricing scheme to fund the bus network improvements that we will deliver; and
- DfT, National Highways, Network Rail, the East West Rail Company, and Train Operating Companies responsible for delivering wider strategic transport improvements.

The schemes which are considered to be the required to sustainably deliver the planned growth proposed within the current Local Plans for Cambridge and South Cambridgeshire are listed below. These schemes are jointly being developed and delivered in partnership by the GCP, CCC, CPCA and national partners such as National Highways and Network Rail:

- ~~Greater Cambridge Partnership (GCP) schemes:~~
- Cambourne to Cambridge
- ~~Cambridge South East Transport Study Scheme~~
- Cambridge South West Travel Hub
- Waterbeach to North East Cambridge
- ~~Cambridge Eastern Access Phase A, and Phase A~~ relocated and expanded Newmarket Road Park and Ride site
- ~~City Access including Making Connections~~
- Foxton Rural Travel Hub

- GCP Active Travel Schemes-Cycle Schemes
- Waterbeach Station relocation
- A10 (Waterbeach to Cambridge) highway improvements

The A428 Black Cat to Caxton Gibbet;

The following schemes are also being developed but are not specifically required in the adopted plans, including:

- City Access
- Foxton Rural Travel Hub;
- The A428 Black Cat to Caxton Gibbet;
- Cambridge South Station;
- The A10 (Ely to Cambridge) highway improvements

- ~~Cambridge South Station;~~
- ~~The A10 (Ely to Cambridge) highway improvements; and~~
- ~~Capacity improvements to the M11.~~

There are also further transport schemes proposed, which are considered to be required to mitigate future growth in the updated Greater Cambridge Local Plan. These will also aim to help mitigate current and future transport challenges in the area unrelated to growth. These include:

- Cambridge Eastern Access Phase B, including:
- The relocation of the Newmarket Road Park & Ride site
- High Quality Public Transport (HQPT) connection to Cambridge City Centre via the Cambridge East site
- HQPT connection to Cambridge Railway Station via the Cambridge East site
- HQPT connection to Addenbrooke's via the Cambridge East site
- HQPT connection to Addenbrooke's via Cherry Hinton
- A shuttle bus service between Cambridge North Station and Cambridge Regional College via North East Cambridge
- Improved active mode connections around North East Cambridge
- East-West Rail Central Section between Bedford and Cambridge via Cambourne.

Engagement with the wider community, large employers, organisations at large employment sites, and developers will continue to be critical to successfully deliver the vision for Greater Cambridge.

## Strategic Projects

Several highway and public transport corridors link the Cambridge urban area to the towns and villages of South Cambridgeshire, and form strategic links between Greater Cambridge, the rest of the of the Combined Authority area, and the rest of the country.

A new railway station serving the southern fringe of Cambridge has been a long-term aspiration for the region. By 2031, there will be 27,000 jobs at Cambridge Biomedical Campus – an internationally significant health and life sciences cluster - and 4,000 new homes in the southern fringe area. Local partners have worked collaboratively for several years to build up the evidence to demonstrate the benefits that improved rail connectivity

would be bring to this part of the city. In 2018, Network Rail submitted a Transport and Works Act Order (TWAO) to the Secretary of State for Transport for deemed planning permission to build a two storey, four-platformed new station on the West Anglia Main Line, next to Cambridge Biomedical Campus. ~~The TWAO was approved in December 2022, if Network Rail gain the necessary consents, work could start on the scheme in 2022,~~ with a provisional opening date of 2025.

A further boost to the rail offer for the area will be the East West Rail project. This major infrastructure scheme will deliver a sustainable east-west transport option that connects the communities, businesses, and universities of the cities of Oxford and Cambridge and the settlements along the corridor. The scheme is being delivered in three 'connection' stages.

The first stage is already under construction connecting Oxford to Milton Keynes. The second, from Milton Keynes to Bedford is at the detailed planning stage, as is the third connection stage, between Bedford and Cambridge. After a public engagement exercise in 2019, a preferred route option has been identified that links Bedford to Cambridge via new stations in the Sandy/St Neots area and at Cambourne. In 2021, the East West Rail Company consulted on the detail of potential alignments, all of which are proposed to enter Cambridge from the south via a new railway junction with the King's Cross line at Harston/Hauxton. Two new platforms will be built at Cambridge station and there will be the opportunity for trains to stop at the new Cambridge South Station, thus opening up more sustainable transport choices from the west of the city. Services will run all the way from Oxford to Cambridge by the end of the decade if the consents are forthcoming in the anticipated timeframe.

~~We also support the progression of the Ely Area Capacity Enhancement project which will help unlock the capacity necessary to deliver proposed improvements to rail services from the north.~~ We shall continue to work with partners in the rail sector to explore options for upgrading the railway between Cambridge and Newmarket to enable greater frequencies on this route and to identify any potential for additional access to the railway network to the east of the city should East West Rail extend east of Cambridge. We support electrification of this key route in the longer-term, to reduce journey times for passengers and provide a key component of the electrification of the rail freight route from Felixstowe to the Midlands. ~~We also support the progression of the Ely Area Capacity Enhancement project which will help unlock the capacity necessary to deliver proposed improvements to rail services from the north.~~

Separate to the East West Rail project, we support the progression of the Ely Area Capacity Enhancement project which will help unlock the capacity necessary to deliver proposed improvements to rail services from the north.

National Highways are proposing to upgrade the stretch of the A428 trunk road between the Black Cat roundabout on the A1 and the Caxton Gibbet roundabout to the west of Cambourne with a new 10-mile dual carriageway and a number of junction improvements. This is a nationally significant infrastructure project (NSIP) and a Development Consent Order was submitted by National Highways in 2021. The scheme is currently being considered by the Planning Inspectorate. If the order is granted, it is anticipated that the new road will open in 2025, delivering the final link of a dual carriageway between Milton Keynes and Cambridge.

In addition, we shall continue to work with National Highways as they develop their plans to improve journey time reliability on the M11 around Cambridge.

## Local Projects

With our partners, we have developed a package of significant public transport, walking, and cycling improvements, alongside targeted highway investments. The aim of this package of measures is to deliver a more sustainable transport system. These schemes, underpinned by our policies, will help make travelling on foot, by bike or public transport more attractive than by car, thereby alleviating congestion and supporting the region's growth.

### Cambridge City

The principles set out in the Greater Cambridge Partnership's City Access project and the 'Making Connections' consultation form the basis of developing a cohesive, people-focused sustainable transport system for the entire city. Improved bus services and walking and cycling links will offer people an attractive choice to travel sustainably into, out of and around the city, and will better reflect the polycentric nature of the city. A form of demand management will not only free up road space to be able to give priority to public transport, walking and cycling but will also raise funds to dramatically increase the number, quality, [reliability](#) and coverage of bus services available across the travel to work area as well as reduce fares. Any such scheme will consider the accessibility needs of different groups of people, particularly disabled people. This will be complemented by a revised [network userroad](#) hierarchy for the city and an integrated parking strategy that prioritise and support uptake of sustainable transport modes.

The 'wheel' of Greenways feeding into the city will join up with cross-city routes such as the new Chisholm Trail to connect existing areas of the city with new growth areas, creating a coherent network for active travel. Targeted local improvements and connectivity gaps will be addressed based on the routes identified through the GCP's Cycling Plus consultation, ~~and once adopted, in~~ the Local Cycling and Walking Infrastructure Plan and the Making Space for People Supplementary Planning Document by Cambridge City Council, intended to help deliver a people focused environment.

Improvements to the bus fleet in Cambridge will commence following a successful bid to central government for funding to contribute to zero emission replacements of the first 10% of the local bus fleet. Thirty new electric double decker buses will be rolled out across the city as part of the Zero Emission Buses Regional Area (ZEBRA) initiative with an ambition to meet the Cambridgeshire and Peterborough Climate Commission's recommendation for all services to be zero emission by 2030.

We shall continue to explore the role new technologies can have in catering for first and last mile trips, such as e-scooters and e-bikes, as we look to integrate modes of travel throughout the area. There is also an opportunity to use new and developing technologies to help improve freight delivery across the city, including consolidated delivery hubs and the facilitation of more sustainable last mile delivery options.

### North – towards Waterbeach, Northstowe and Ely

This corridor will see a significant level of growth over the next two decades and beyond. A new town north of Waterbeach, located six miles north of Cambridge along the A10 corridor towards Ely, will be home to a new settlement of around 11,000 dwellings. The new town of Northstowe, served by the existing Busway, is also located close to this corridor. At the southern end of this corridor is Cambridge Science Park, a major employment site which is part of a wider growth area called North East Cambridge. This area will expand to become an important new quarter of Cambridge, with a further 8,350 homes and 15,000 new jobs identified in the Proposed Submission North East Cambridge Area Action Plan that would come forward over the next 20 years and beyond. Key to building sustainable travel

patterns, and a successful thriving community, is comprehensive and reliable public transport and active travel provision, coupled with significantly reduced levels of vehicle trip generation which will be controlled through a vehicular trip budget. We will support the Greater Cambridge Partnership in the delivery of a new segregated public transport and active travel corridor between Waterbeach and Cambridge. This will be integrated with a new travel hub with parking, to provide a genuine alternative to the private car. This forms one of four segregated corridor routes into the city that will be integral to the GCP's Cambridge Future Network concept.

The relocation of Waterbeach railway station, with a larger car park and longer platforms, and a 'Greenways' from Waterbeach to Cambridge and Horningsea to Cambridge for pedestrians, cyclists, and horse riders, will also help to attract drivers away from their cars and create a more sustainable transport system for the region.

Interventions and improvements to the A10, including at Milton Interchange, will be investigated to support the delivery of the new town north of Waterbeach and assist in the alleviation of severe traffic congestion and safety concerns along the corridor. This will be accompanied by parallel infrastructure for non-motorised users.

### West – towards Cambourne, St Neots and Bedford

Significant growth is planned along the A428/A1303 corridor towards Cambourne, St Neots and onwards to Bedford. Around 8,000 new homes are planned for major new developments at Cambourne West, Bourn Airfield and Eddington in North West Cambridge, connecting to a significant employment cluster to the east of the corridor at West Cambridge. Public transport along this corridor will be transformed by the GCP's Cambourne to Cambridge scheme offering segregated public transport and active travel provision. The scheme includes a new Travel Hub site at Scotland Farm as well as parallel facilities for pedestrians, cyclists, and horse riders. A new railway station at Cambourne as part of the East West Rail scheme and will also offer rail connections to Cambridge and St Neots.

Key routes from Comberton, Barton and Haslingfield will be serviced by new Greenways linking to the city. The existing St Ives Busway active travel path will also form part of the new Greenways network with upgraded/ new links from the Busway to Over, Cottenham and Fen Ditton.

### South – into South Cambridgeshire and towards Stansted Airport

Along the A10 corridor towards Royston and the M11 corridor towards Stansted Airport, we will continue to work with partners to secure and deliver improvements to both the infrastructure and services on key rail routes. A new railway station at the Cambridge Biomedical Campus will transform connectivity to the site and we shall continue to lobby the rail industry for more frequent services on the route to Stansted Airport, as well as proposed frequency increases on the King's cross route as part of the current franchise.

New travel hubs at the junction of the M11 with the A10 (the Cambridge South West Travel Hub) and on the A10 at Foxton will provide further opportunities for drivers to join the sustainable transport network further out of the city and to access high-frequency public transport links, as well as being integrated with local bus and active travel networks. The Melbourn Greenway and the Sawston Greenway will form the backbone of the strategic cycle network into the city, connecting to railway stations, travel hubs and linking to other Greenways. We will continue to support Hertfordshire County Council to develop and deliver a cycle bridge over the A505 near Royston and provide the final section of cycleway between Melbourn and the town.



We will continue to investigate a multimodal package of improvements along the A505 corridor between Royston and Granta Park to support the internationally important cluster of science parks in the area through better orbital public transport links, active travel measures and safety improvements.

### East – the biotech corridor and towards Newmarket and Haverhill

In addition to the new railway station proposed for the Cambridge Biomedical Campus, further sustainable transport choices will be delivered. This will cater for the significant number of people who will be working on the site through the provision of the third of the GCP's segregated public transport and active travel corridor – the Cambridge South East Transport (CSET) scheme. CSET will link the campus to other major employment sites along the A1307 corridor towards Haverhill, connecting the internationally significant life sciences and R&D clusters at Babraham Research Campus and at Granta Park.

The scheme will see a new segregated public transport route between the A11, Sawston, Stapleford and Great Shelford and the Biomedical Campus as well as active travel, bus, and road safety improvements along the A1307. Additional parking spaces will be provided at Babraham Road P&R, along with a new travel hub at the junction of the A11 and A1307. This will allow drivers to transfer to sustainable transport modes well before they approach the city, as well as being integrated with local bus and active travel networks. Alongside the public transport route will be a new active travel path, which will complement the Sawston and Linton Greenways.

Major new development is planned for the east of the city. A development of 1,300 new homes is under construction off Newmarket Road, with planning permission granted for a further 1,200 on land north of Cherry Hinton. In addition, land at Cambridge Airport, safeguarded in the 2018 Cambridge Local Plan and South Cambridgeshire Local Plan should it become available, has been identified for redevelopment in the Greater Cambridge Local Plan First Proposals. This follows Marshall's announcement that it intends to relocate its Aerospace and Defence businesses by 2030. A fourth corridor scheme is being developed to accommodate growth and to help address existing congestion and pollution issues in this part of the city. The scheme consists of short-term improvements which can be in place by 2025 to serve the sites with planning permission. The potential for longer term improvements, which could include segregated public transport and potential for policy and behavioural interventions, have been identified that would be needed if the airport site is included in the final adopted version of the Local Plan for redevelopment.

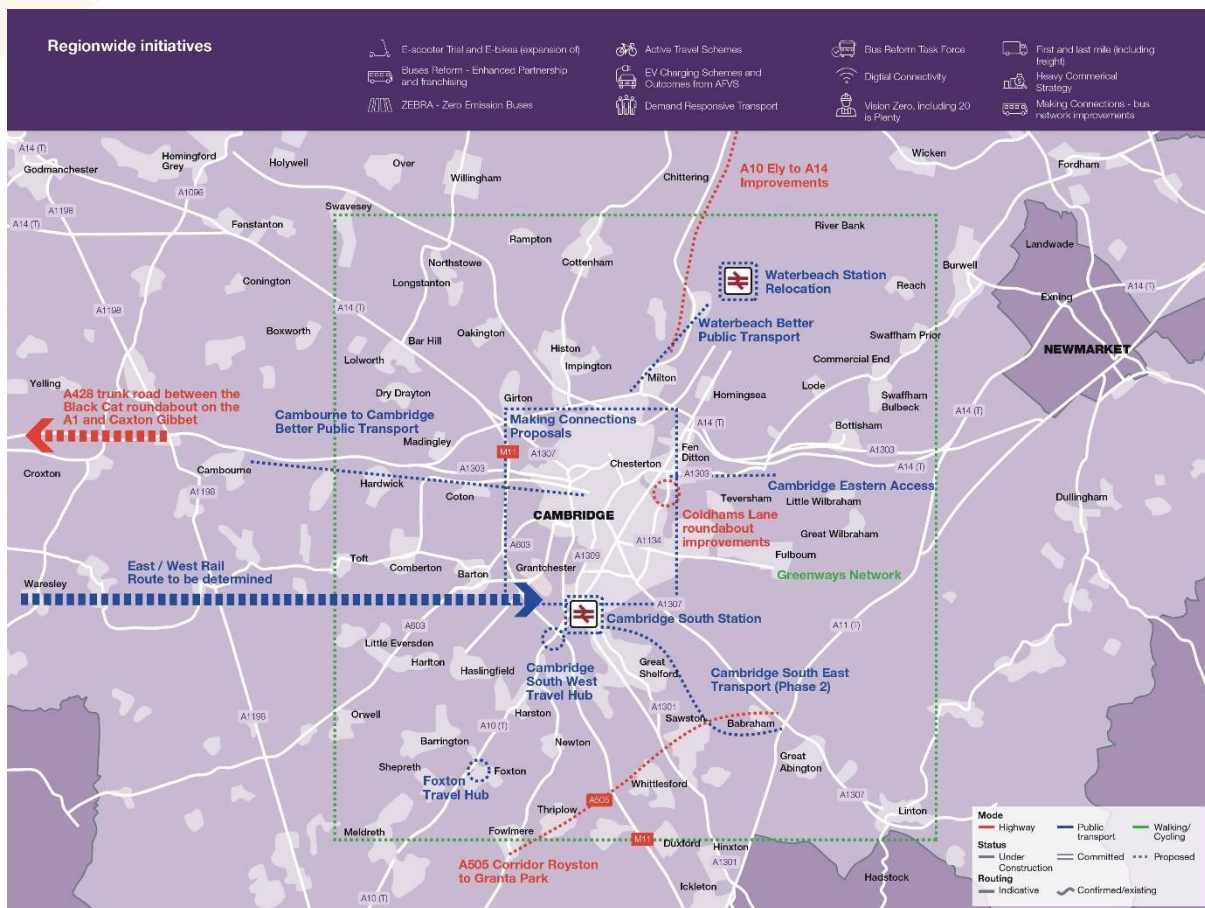
Short term improvements focus on Newmarket Road and include improvements to the Elizabeth Way and Barnwell Road roundabouts to make them more accommodating for public transport and active travel, as well as improvements along the length of Newmarket Road for cyclists and pedestrians. These active travel improvements will also connect into other active travel infrastructure being delivered, such as the Fulbourn, Bottisham, Swaffhams and Horningsea Greenways and the Chisholm Trail. To intercept traffic before it gets into the city, the longer-term aspiration is for the current Newmarket Road Park & Ride site to be relocated further out that would ensure more spaces can be delivered, and options for orbital public transport and active travel movements to North East Cambridge and CBC will be explored.

### Rural South Cambridgeshire

South Cambridgeshire has a dispersed population spread across more than a hundred villages and other settlements that means that conventional bus services are often not viable, leaving much of the district currently reliant on the private car. The comprehensive

plans for public transport and active travel routes into the city provide a strategic network that reaches out into the rural parts of Greater Cambridge in each direction. The future bus network also envisages greater rural links to local services, market towns and key transport hubs such as rail stations. The ring of travel hubs further out of the city means that locally led transport solutions including Demand Responsive Transport can feed into high quality public transport corridors even in remote villages where conventional bus services are often not viable, and drivers can join the public transport or active travel network to complete their journeys. This approach will be complemented by the region-wide application of the demand responsive transport network, which will also provide greater access between villages and outlying market towns.

In addition, the 'wheel' of Greenways will connect smaller settlements and can be used for local journeys as well as longer distance commutes into the city and provide the focus for further links that connect local bus and rail services. The 12 Greenways are: Barton, Bottisham, Comberton, Fulbourn, Horningsea, Haslingfield, Linton, Melbourn, Sawston, St Ives, Waterbeach and Swaffhams.





# HUNTINGDON

## Overview

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct strategies for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Each strategy outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by the Combined Authority and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities before they are able to proceed.

Each strategy is set out below, and includes:

Summary of recent and planned growth, and local transport constraints;

Progress and projects delivered to date; and

Transport schemes to help deliver each strategy.

## Background

Huntingdonshire is the largest district in Cambridgeshire, with a population of 170,000~~180,800~~ across an area of over nine hundred km<sup>2</sup>. It is predominately rural in nature, with a sparse population density of just four people per ~~acre~~acre, ~~compared~~compared to seventy-five people per acre in Cambridge. ~~with~~Local employment and key services are focused in the large towns of Huntingdon, ~~and~~and St Neots and, ~~together with~~together with St Ives, ~~to the east~~. Huntingdonshire's other towns is the smaller, more rural town, such as Ramsey of Ramsey. All four of Huntingdon's towns and the many rural villages in the district have strong links to neighbouring communities, including Cambridge to the east, Peterborough to the north and Bedford to the southwest. These provide employment, shopping, leisure, and health services to complement those available within the district and generate significant long-distance travel demand.

## Recent Developments

Huntingdonshire's population has grown by around 20% over the past two decades and is now home to over 56,100 residents (mid 2020), partly in response to housing market pressures in and around Cambridge, Peterborough, and London. Recent housing and employment growth have been concentrated in and around the district's main towns, and to a lesser extent within the larger villages, placing a significant pressure on the region's transport infrastructure.

Huntingdonshire's Local Plan to 2036 ([Huntingdonshire's Local Plan to 2036](#)) outlines proposals for at least 20,100 new homes (both market and affordable), together with 14,400 additional jobs, in the period 2011-2036. Development will be focused in four spatial planning areas, reflecting their status as the district's traditional market towns and most sustainable centres. These are:

- Huntingdon, including Brampton and Godmanchester, and the new settlement of Alconbury Weald;
- St Neots, including Little Paxton and the urban extension at St Neots East;

- St Ives; and
- Ramsey, including Bury and the former RAF Upwood site.

## Transport Challenges

### Overview

Reflecting the district's rural geography, the predominantly rural nature of Huntingdonshire means that the local communities rely on the private car for the vast majority of trips. For example, approximately 79% of journeys to work within the district are by private car, which contributes towards issues such as local congestion, particularly within the market towns and also to poor air quality. The high traffic flows, particularly through rural villages and in the various high streets in the district also, have a negative impact on the local environment, and this contributes to making it less attractive to walk or cycle for local journeys. Many rural, single-carriageway roads, with high traffic speeds and substandard alignments have poor road safety records and can present challenges for freight transport. While the region benefits from excellent strategic links, including the East Coast Main Line and the A14, A428 and A1, these also suffer from significant traffic congestion, particularly at key junctions, having adverse impacts on the environment and health.

### Accessibility to essential services

One of the key challenges facing the district is increasing the accessibility to essential services. Access to a range of places, especially for employment, education and leisure is essential for the residents of and visitors to Huntingdonshire. In terms of key movements and key service destinations, ensuring there is good, fast and reliable connectivity to Cambridge, Peterborough and also within the district to the key market towns of Huntingdon, St Neots and St Ives is crucial.

### Public transport

Aside from the East Coast Rail Line and the Guided Busway, linking Huntingdon, St Ives and Cambridge, there is a notable lack of sustainable, high-quality, long-distance public transport connectivity from Huntingdonshire. This acts to limit the commuting opportunities of residents in Huntingdonshire, making it difficult to travel to employment, health, leisure, retail, and education opportunities further afield, such as at the Cambridge Biomedical Campus or Cambridge Regional College.

### Cross border travel

There are also strong employment links across the border to Bedfordshire, and improving cross border journeys is an area identified as in need of improvement for Huntingdonshire.

### Social exclusion

Within the district, there are many residents who lack access to private transport – particularly within rural villages – and these areas often have limited or no access to good quality and affordable public transport. This exacerbates social exclusion and as a result can mean that some people are 'forced' into car ownership as

they feel they have little practical alternative to access employment or other key services. This only serves to increase the sense of social isolation and exclusion for those without access to a private car. as for many years, bus services, particularly within rural areas, are infrequent and costly, and community transport for those not directly served by bus does not always provide a meaningful service.

### Active travel

Whilst some areas of the larger market towns do have a relatively good quality active travel network already in existence, well connected, dedicated, high-quality walking and cycling infrastructure is limited outside of Huntingdon, St Neots and St Ives. These towns also require updated and improved provision in many cases too. Safe, quality active travel opportunities are particularly limited in rural areas and villages. As a result, the use of active modes more widely is limited and contributes to poor health outcomes. A key challenge for the plan is to place greater emphasis on providing the missing links within the active travel network and capturing opportunities for longer distance cycle routes for commuting and recreation.

### Future growth

Delivering the growth proposed in the Huntingdonshire's Local Plan to 2036 in a sustainable way for the transport network is a key challenge for the district. Future development, in particular at Alconbury Weald, is dependent on securing significant upgrades to the region's transport infrastructure and network. If new growth areas are to be attractive places to live and work, they need to be well-integrated into the fabric of the region's transport network, including the highway network (and the A1 and A14) without worsening congestion, and provide include seamless public transport connectivity between market towns and between the district and other locations such as Cambridge, Peterborough and London, to Huntingdon, Cambridge, and London (including prospect of railway station at Alconbury Weald). A proposed new rail station at Alconbury would enable a north-south rail connection and bring benefits to residents, workers and businesses within the new development as well as and create valuable links to other economic hubs. The Environmental constraints impacts of such transport infrastructure must however also be mitigated, with measures implemented to maximise carbon and health benefits of the scheme.

We will work closely with partners at Huntingdonshire District Council (HDC) as well as Cambridgeshire County Council, Network Rail and National Highways and other key stakeholders to help secure funding sources, recognising too that HDC are a CIL charging authority, to enable the required infrastructure for this growth is to be delivered.

## **Progress to date**

In recent years, progress has been made on a number of several different transport issues for Huntingdonshire:

The Transport Strategy: Huntingdonshire work is being progressed with the objective to enable residents to access key services required to enjoy a good quality of life. The improvements must ensure that residents are able to live a safe, and active lifestyle, whilst supporting the needs of the local economy; enhancing the natural environment; and tackling the challenges of climate change to thereby ensure that our carbon targets are met.

## A14

~~Recent improvements have been made including the~~The £1.5bn A14 Cambridge to Huntingdon improvement scheme ~~is one such example~~. The first section of this route, between Swavesey and Brampton Hut at the A1 to the south of Huntingdon, opened in December 2019, with the remainder of the route opened in May 2020.

This scheme included the removal of the A14 viaduct over Huntingdon Town Centre helping to create a more attractive environment within the town, with the wider upgrade of the route alleviating a serious bottleneck on the major highway link between Cambridge and Peterborough.

## St Neots

Major investment is also being delivered in St Neots, ~~where an investment was~~ agreed by the Combined Authority Board in June 2018. This package of interventions was designed to pave the way for accelerated growth within the town. ~~These initiatives and~~ were outlined in the St Neots Masterplan. In addition, the town centre of St Neots has been supported by funding from the Future High Street Fund (FHSF). This investment will deliver six projects, with an aim of transforming the town for the benefits of local people, businesses, and visitors.

## Demand Responsive Transport

In October 2021, we started a new Demand Responsive Transport (DRT) service in west Huntingdonshire named TING. The service employs four small single deck ~~buses~~ ~~buses of Stagecoach East to provide bus~~ ~~providing an innovative 'Uber-style' services on demand~~ across ~~360 km<sup>2</sup> of the region~~ ~~parts of Huntingdonshire~~. Passenger levels have continued to increase significantly, and ~~we have extended the 6-month trial for a further 3 months (the maximum permitted on this contract)~~. ~~This additional time will be used to review progress and potentially tender for a revised service to commence in July 2022, upon the successful completion of the trial.~~ the service has now been extended and fully funded to run until the end of 2023.

# Our Approach

## Our vision for Huntingdonshire is:

"To help tackle climate change and support growth within Huntingdonshire, allowing the economy to thrive, while promoting and enhancing active travel and tackling existing congestion."

The vision will be supported by the delivery of the LTCP, the Transport Strategy for Huntingdonshire and a range of other child documents, including the Active Travel Strategy and the Bus Service Improvements Plan.

## Key themes and opportunities within our approach are as follows:

### Connectivity

Creating better links ~~to key service centres such as to and~~ between the four market towns within the district, Huntingdonshire, as well as ~~to the large trip attractors for Huntingdonshire residents:~~ Greater Cambridge, Peterborough, South Cambridgeshire and Fenland will make Huntingdonshire a more attractive place to live and work. It is also important that cross border and regionally and nationally strategic movements are enhanced. This will also create new opportunities for residents to travel to employment, retail, leisure, education, or training elsewhere.

Sustainable alternative travel modes, particularly public transport and active travel will be key to improving connectivity in Huntingdonshire. Public transport in all of its guises remains a vital tool in sustainably moving people to and from their homes to key services.

### **Buses**

Our strategy for the bus network is key to delivering this, with frequent services on 'core' inter-urban routes, such as St Neots – Cambourne – Cambridge and Alconbury – Huntingdon – St Ives – Cambridge and Peterborough. The bus network is key to delivering greater connectivity throughout the Combined Authority area linking larger towns with some smaller villages through more frequent local routes and establishing frequent services for core inter-urban routes, such as St Neots – Cambourne – Cambridge and Alconbury – Huntingdon – St Ives – Cambridge and Peterborough.;

In addition, improved bus priority measures, particularly within Huntingdon, have the potential to deliver faster, more reliable journeys that can compete with the car on journey times.

The Bus Services Improvement Plan (BSIP) is an important tool for helping us to deliver bus service improvements in the region, and the Transport Strategy for Huntingdonshire (TSH) will help us focus on the local bus network and the improvements and enhancements required both now and in the future with the new developments proposed.

### **Rural bus services and DRT**

As well as addressing the key intra-urban routes within Huntingdonshire which are so important to the movement of workforce and the delivery of growth, we will also tackle the gaps in public transport provision in the rural areas, including the villages and the more rural town of Ramsey.

Huntingdonshire's Local Plan to 2036 identifies Ramsey as a Spatial Planning Area and one of four market towns within Huntingdonshire suitable for sustainable growth. The Spatial Planning Areas are responsible for providing approximately three quarters of the district's objectively assessed need for housing and the majority of employment and retail growth.

Therefore, in order to maximise accessibility within and to/from these areas, a comprehensive package of local routes and DRT options will be provided. This will offer an integrated and sustainable network, with an attractive and consistent frequency, linking larger towns and some smaller villages, such as Huntingdon – Brampton – Buckden – St Neots, Ramsey, and Huntingdon – Godmanchester – Papworth Everard – Sawtry – Yaxley and Cambourne.

We will review and assess the public transport offer, limitations, and barriers within Ramsey to identify infrastructure that would improve the network in and around the town. In addition,



a review of levels of service at evenings and weekends will be undertaken and improvements made to the services provided during these times.

Many Huntingdonshire residents, however, live within smaller villages outside of the reach of existing bus services, or receiving an infrequent service. Working in partnership with Huntingdonshire District Council, and building on the TING trial, we will ensure that local community and demand-responsive transport provides accessibility for all, seamlessly integrated into the bus and rail network with dedicated interchanges and joint ticketing wherever possible.

As before Again, the BSIP and the TSH will be key to delivering these targeted improvements and the CPCA are investigating options for bus reform in the region.

Key to ensuring a safe, accessible transport network for all that supports social inclusion and access to opportunity is our package of investment and financial support for our rural public transport network, including DRT. More people will have a genuine alternative to the car in the form of access to reliable, comprehensive public transport. The Bus Reform work will be complemented by the lessons learnt from the TING trial in West Huntingdonshire, to ensure all within Huntingdonshire have an affordable, sustainable, public transport option that provides access to employment, education, shopping, and recreation, at a reasonable frequency. In relation to bus service improvements, larger settlements will be prioritised as there will be sufficient critical mass in these areas to make particular services viable. This programme will then be expanded to the more remote and low population density villages once bus usage has become more normalised.

### **Interchange and modal integration**

Our approach will integrate all forms of public transport – including rail services, local buses and community and DRT – to provide a seamless, attractive, and comprehensive rural public transport network. We will work to adapt existing rail and bus stations in rural travel hubs, offering improved real-time information provision, waiting facilities and cycle and car parking, supported by a more unified, integrated ticketing system. The importance of first/last mile connections should not and will not be under-estimated – investment will be forthcoming to ensure safe, well-maintained links are provided to travel hubs and major attractors, including key transport hubs. For example, we will investigate where best to locate any new bus stations or interchange facilities in Huntingdon and the market towns, where this is required. Wherever possible, these will be closely aligned with other modes and interchanges, for example rail stations.

As part of this overarching package, due consideration will be given to car share schemes, improving the safety of our active travel routes, whilst and examining the appropriate implementation of e-bike and e-scooter schemes within the towns of Huntingdonshire.

### **Rail**

Improving the rail offering in the region is another key aspect of the LTCP, including in Huntingdonshire.

We will explore opportunities to enhance strategic public transport accessibility and support growth through new infrastructure, including improving multi-modal connectivity to Alconbury

Weald with the potential for a new railway station being investigated with partners, as per Policy SEL 1.1 in Huntingdonshire's Local Plan to 2036:

*“transport infrastructure improvements proportionate to the scale of development including linkages to the Cambridgeshire Busway and the identified opportunity for provision of a railway station on the East Coast Mainline Railway”*

In addition, we support the delivery of East West Rail (EWR) to provide a direct rail service from Cambridge to Oxford. Local connectivity into the EWR route is key to maximise the potential of the scheme and ensuring the people of Huntingdonshire have increased opportunities to access key employment, education, retail, and health destinations. This includes lobbying the EWR Company to provide an appropriate station in the St Neots vicinity. This will help to significantly reduce journey times to major cities elsewhere, creating new opportunities for work and leisure for our residents while supporting expanding the labour market and Cambridgeshire and Peterborough's productivity.

### **Active Travel**

Active travel (walking and cycling) is a key element to our strategy for Huntingdonshire. Increasing uptake in the district is crucial and will take the form of better infrastructure and routes within our market towns, and also connecting villages to these towns where services can be provided.

New, high-quality active travel infrastructure helps to make active travel a safer and more attractive option for local journeys within and between our towns and villages. More journeys on foot and by bike will also help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car, or unable to drive — more independence and opportunity to travel.

We must acknowledge that in the more rural areas of Huntingdonshire that this is a particular challenge, with distance to travel by cycle or walking as well as real and perceived safety issues providing a barrier to uptake. The Active Travel Strategy and the TSH will be key tools in helping to tackle these issues and for helping to 'fill in' gaps in the network and improve connectivity.

### **Highways**

Despite active travel and public transport measures being the priority, there remains a need to invest in targeted highway improvements in the District, such as the A141 and St Ives Improvements, so that the needs of all users are met.

Additional targeted highway, active travel and public transport improvements are required at major development sites such as Alconbury Weald and Ramsey, to support the delivery of much-needed homes and jobs in a sustainable manner. We will actively engage with central Government to secure the investment required to improve access to these sites, particularly addressing the A141 corridor, helping to create faster, more reliable journeys by all modes. It is important that this project is accelerated and delivered as soon as possible to ensure that the planned housing delivery can move forward in a timely manner.

Investment in improved regional highway connectivity, such as the dualling of the A428 between Cambourne / Caxton Gibbet and the Black Cat Roundabout, will also improve

accessibility to Greater Cambridge and the rest of the country and help to make Huntingdonshire more attractive.

It is important, however, that the delivery of much-needed improvements to our key road corridors is not at the expense of better walking, cycling and public transport connectivity, and does not result in car dependency. Active and sustainable travel options will be provided alongside highway improvements. These will be planned in accordance with the highest design standards to minimise the impact on the natural environment, and to reduce traffic in local residential streets.

### **Alternative fuels and technology**

Twelve electric charging points have been installed in Huntingdon, St Neots and St Ives, and we will continue to support electric vehicle charging and infrastructure for electric public transport; in partnership with Huntingdonshire District Council and national government with the aim to reduce carbon emissions and improve local air quality.

~~Sustainable alternative travel modes will be key to Huntingdonshire however the need remains to invest in targeted highway networks, such as the A141 and St Ives Improvements that will address issues for all users (including active travel and public transport users). In order to address climate change targets a greater emphasis on how active travel modes can be supported in highway improvements will be required Our approach will seek to prioritise improving access to new developments, together with improving strategic connectivity to Greater Cambridge and the rest of the country.~~

~~Our strategy for the bus network is key to delivering this, with frequent services on 'core' inter-urban routes, such as St Neots — Cambourne — Cambridge and Alconbury — Huntingdon — St Ives — Cambridge and Peterborough.~~

~~The bus network is key to delivering greater connectivity throughout the Combined Authority area linking larger towns with some smaller villages through more frequent local routes and establishing frequent services for core inter-urban routes. Huntingdonshire's Local Plan to 2036 identifies Ramsey as a Spatial Planning Area and one of four market towns within Huntingdonshire suitable for sustainable growth. The Spatial Planning Areas are responsible for providing approximately three quarters of the district's objectively assessed need for housing and the majority of employment and retail growth. Therefore, in order to maximise accessibility within and to/from these areas, a comprehensive package of local routes and DRT options will be provided. This will offer an integrated and sustainable network, with an attractive and consistent frequency, linking larger towns and some smaller villages, such as Huntingdon — Brampton — Buckden — St Neots, Ramsey, and Huntingdon — Godmanchester — Papworth Everard — Sawtry — Yaxley and Cambourne.~~

~~We will review and assess the public transport offer, limitations, and barriers within Ramsey to identify infrastructure that would improve the network in and around the town. In addition, a review of levels of service at evenings and weekends will be undertaken and improvements made to the services provided during these times. In addition, improved bus priority measures, particularly within Huntingdon, have the potential to deliver faster, more reliable journeys that can compete with the car on journey times.~~

Many Huntingdonshire residents, however, live within smaller villages outside of the reach of existing bus services, or receiving an infrequent service. Working in partnership with Huntingdonshire District Council, building on the TING trial, we will ensure that local community and demand-responsive transport provides accessibility for all, seamlessly integrated into the bus and rail network with dedicated interchanges and joint ticketing wherever possible.

Our approach will integrate all forms of public transport—including rail services, local buses and community and DRT—to provide a seamless, attractive, and comprehensive rural public transport network. We will work to adapt existing rail and bus stations in rural travel hubs, offering improved real-time information provision, waiting facilities and cycle and car parking, supported by a more unified, integrated ticketing system. The importance of first/last mile connections should not and will not be underestimated—investment will be forthcoming to ensure safe, well-maintained links are provided to travel hubs and major attractors, including key transport hubs. As part of this overarching package, due consideration will be given to car share schemes, improving the safety of our active travel routes, whilst and examining the appropriate implementation of e-bike and e-scooter schemes within the towns of Huntingdonshire.

We will also explore opportunities to enhance strategic public transport accessibility and support growth through new infrastructure, including improving multi-modal connectivity to Alconbury Weald with the potential for a new railway station being investigated with partners. In addition, we support the delivery of East West Rail (EWR) to provide a direct rail service from Cambridge to Oxford. Local connectivity into the EWR route is key to maximise the potential of the scheme and ensuring the people of Huntingdonshire have increased opportunities to access key employment, education, retail, and health destinations. This includes lobbying the EWR Company to provide an appropriate station in the St Neots vicinity. This will help to significantly reduce journey times to major cities elsewhere, creating new opportunities for work and leisure for our residents while supporting expanding the labour market and Cambridgeshire and Peterborough's productivity.

Additional targeted highway, active travel and public transport improvements are required at major development sites such as Alconbury Weald and Ramsey, to support the delivery of much-needed homes and jobs in a sustainable manner. We will actively engage with central Government to secure the investment required to improve access to these sites, particularly addressing the A141 corridor, helping to create faster, more reliable journeys by all modes. It is important that this project is accelerated and delivered as soon as possible to ensure that the planned housing delivery can move forward in a timely manner.

Investment in improved regional highway connectivity, such as the dualling of the A428 between Cambourne / Caxton Gibbett and the Black Cat Roundabout, will also improve accessibility to Greater Cambridge and the rest of the country and help to make Huntingdonshire more attractive.

It is important, however, that the delivery of much-needed improvements to our key road corridors is not at the expense of better walking, cycling and public transport connectivity, and does not result in car dependency. Active and sustainable travel options will be provided alongside highway improvements. These will be planned in accordance with the highest design standards to minimise the impact on the natural environment, and to reduce traffic in local residential streets.

New, high-quality active travel infrastructure—will also help to make active travel a safer and more attractive option for local journeys within and between our towns and villages. More

journeys on foot and by bike will also help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car, or unable to drive — more independence and opportunity to travel. Twelve electric charging points have been installed in Huntingdon, St Neots and St Ives, and we will continue to support electric vehicle charging and infrastructure for electric public transport; in partnership with Huntingdonshire District Council and national government with the aim to reduce carbon emissions and improve local air quality.

~~Key to ensuring a safe, accessible transport network for all that supports social inclusion and access to opportunity is our package of investment and financial support for our rural public transport network, including DRT. More people will have a genuine alternative to the car in the form of access to reliable, comprehensive public transport. The Bus Reform work will be complemented by the lessons learnt from the TING trial in West Huntingdonshire, to ensure all within Huntingdonshire have an affordable, sustainable, public transport option that provides access to employment, education, shopping, and recreation, at a reasonable frequency. In relation to bus service improvements, larger settlements will be prioritised as there will be sufficient critical mass in these areas to make particular services viable. This programme will then be expanded to the more remote and low population density villages once bus usage has become more normalised.~~

## Strategic Projects

### North / South

The A1/A1(M) runs through the middle of Huntingdonshire, acting as a key strategic route to London and Northern England, together with a key local corridor between St Neots, Huntingdon and Alconbury. Between Junction 10 at Baldock (in [Central Bedfordshire](#)) and Junction 14 at Alconbury, the route suffers from significant congestion and a poor safety record, due to a sub-standard alignment, numerous at-grade right-turn junctions, and five roundabouts on an otherwise grade-separated route between the M25 and Newcastle-upon-Tyne in the North East of England.

Therefore, we support improvements to the A1 corridor to be delivered by National Highways. The development of the A428 Black Cat to Caxton Gibbet improvement scheme will address one of the key existing congested interchanges. Throughout the development of this corridor, the needs of all modes need to be considered, addressed, and integrated into any scheme.

These improvements will help to provide capacity, together with improving safety along the corridor, reducing severance to local villages, and improving journey times and reliability for journeys to, from and within Huntingdonshire along the corridor.

### East / West

East – West accessibility from Huntingdonshire, in particular to and from Cambridge, is limited, and hence we are supporting a number of improvements currently being developed by National Highways and the East West Rail Company.

EWR will provide a new railway corridor linking Cambridge, Bedford, and Milton Keynes to Oxford, transforming public transport accessibility across the Oxford to Cambridge. Unlike the rest of the route the Bedford and Cambridge line will follow a completely new route and therefore connectivity to the route and interchange points must and will be integrated into the fabric of the local area, ensuring good quality, sustainable first/last mile links are provided to key destinations, public transport hubs/networks and the active travel infrastructure.

Within the district, the improvements to the A428 between Cambourne / Caxton Gibbet and the Black Cat roundabout on the A1, and a new three-level grade-separated interchange between the A1 and the A428 is essential to improve east-west movements. In order to address government policy, we will lobby for improvements for all modes.

## Local Projects

### Alconbury

Significant new housing and employment growth is taking place in the Alconbury Weald area. To support this growth, a number of local schemes will be identified, developed, and implemented. These will provide improvements for all modes on the A141 around Huntingdon, safeguard an alignment for A141 to the north of Huntingdon and provide better multi modal accessibility to, in and around Alconbury Weald. With regards to the A141, the CPCA has undertaken a study on the options for improving the performance of the highway which has reached Outline Business Case (OBC) and we remain committed to delivering improvements. Theis multi modal offer for Alconbury will include working with partners to develop a new rail station, as per Policy SEL 1.1 in Huntingdonshire's Local Plan to 2036, thereby increasing the accessibility of the area by sustainable means to key destinations.

### St Ives and Wyton Airfield

Improvement projects in and around St Ives are planned to mitigate the impact of developments and connect the area's key residential and employment centres in a sustainable manner. The provision of a transport interchange could provide a focal point for high-quality bus and active travel infrastructure connecting St Ives (Busway) with Huntingdon, Alconbury Weald and potentially Wyton Airfield in the long-term.

Our A141 and St Ives Improvements project will be accelerated to reduce congestion and improve reliability across the study area to facilitate sustainable growth, improve the public realm, as well as improving connectivity through active travel modes, walking, and cycling. In addition, improvements to bus service provision and interchange will be taken in consideration.

### Ramsey

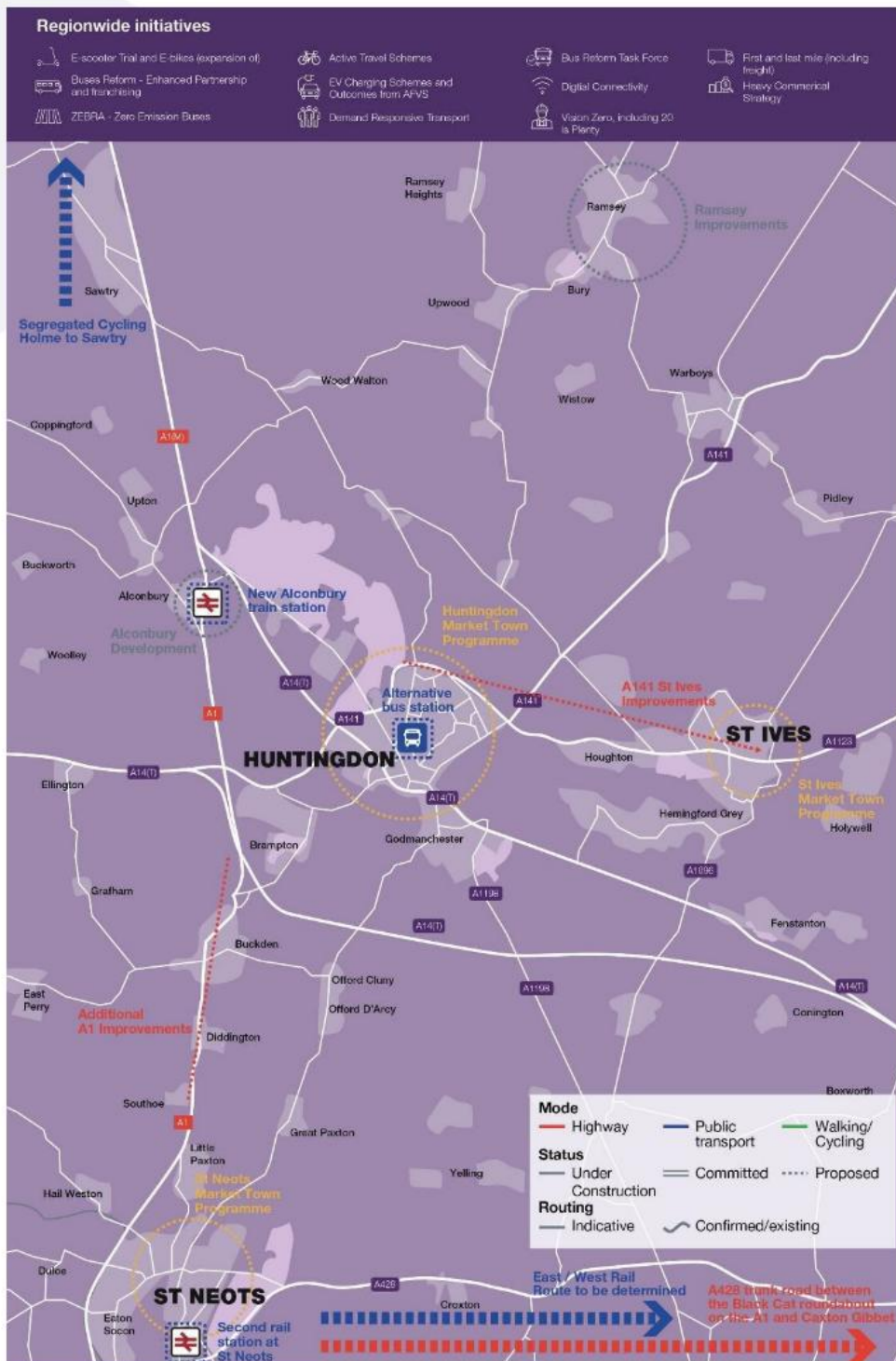
Ramsey is a town about nine miles north of Huntingdon. The parish includes the settlements of Ramsey Forty Foot, Ramsey Heights, Ramsey Mereside, Ramsey Hollow and Ramsey St Mary's. Those without access to a private car can be socially excluded with limited opportunities to access the key employment, retail, health, and leisure opportunities in the neighbouring towns of St Ives and Huntingdon, as well as the city of Peterborough.

Following a thorough assessment of the TING (DRT) trial in West Huntingdonshire, it is expected that the service will be extended to incorporate Ramsey to increase accessibility to key destinations. In addition, a study will be undertaken to fully assess the transport challenges for the area inclusive of all modes. This study will also outline the potential options to address these challenges and how appropriate funding could and should be sought.

### St Neots

St Neots is a town served by a fast rail link into London that makes it an attractive location for commuters. However, the limited public transportation links to and from the town centre to the train station, residential areas (old and new) and other key attractions such as education and employment locations is hampering connectivity for the town's population.

The Future High Street Fund scheme will contribute to the regeneration of St Neots Town Centre through a range of investments that will include residential development, office space reconfiguration and the refurbishment of a range of community and arts provision at the Priory Centre. This will be supported by a number of transport interventions including enhanced active travel and public transport infrastructure as well as adjustments to car parking facilities and revamped wider public realm.







# PETERBOROUGH

## Background

Peterborough is a rapidly growing city, with a population of over 200,000 people. Traditionally a 'railway town', centred upon its location as a major rail junction on the East Coast Main Line between London and the North of England, it has grown significantly after its designation as a 'new town' in the 1960s. Surrounded by a predominately rural district with few major service and employment centres, Peterborough includes a large historic town centre with an extensive shopping offer, a major hospital, numerous key employment sites and the site of Anglia Ruskin University, Peterborough which opened in September 2022.

Peterborough's patterns of growth are reflected in its geography, and its transport network. Peterborough's town centre and 'inner city', including the historic Cathedral and numerous Victorian terrace streets, are surrounded by lower-density development from later years linked by a radial 'Parkway' network of high-capacity dual carriageway roads. This network supports efficient movements between and within the city, resulting in significantly less congestion than elsewhere in Cambridgeshire, helping to support significant growth around the city.

Transport is a key strength for Peterborough, with the A1 (M), A47, A15 and A16 providing strategic connections to other towns and cities. These routes, along with the city's Parkway Network provide a key connection to the strategic road network and play an important economic role for the logistics businesses across Peterborough and the many agricultural and food businesses located across Fenland and South Lincolnshire.

## Growth

Peterborough has been one of the fastest-growing cities in the country over the past decade, experiencing population growth of 15% between 2007 and 2017. The fastest-growing district across the region. Recent growth has been focused at Hampton to the south of the city, a major urban extension is on reclaimed brickfields, and at Stanground in the east, together with increased development in the city centre. Several vacant and underused sites close to the city centre also offer the opportunity for continued investment and regeneration.

Peterborough's Local Plan, adopted in July 2019 outlines the vision for the city to become a destination of choice, with a walkable, liveable centre; a strong, resilient economy; and attractive, well-designed neighbourhoods, surrounded by a network of characterful villages.

The Local Plan sets out proposals to deliver 19,440 additional homes from 2016 to 2036, with growth focused within the city and within a collection of seven 'urban extensions' at Hampton, Stanground South, Paston Reserve, Gateway Peterborough, Norwood, Great Haddon and at the East of England Showground.

In addition, proposed housing growth in the surrounding districts of South Lincolnshire and North Northamptonshire has the potential to increase commuting trips to the city on key corridors including the A15, A16 and A605.

## Challenges and Opportunities

To date Peterborough's transport network has served the city well, however, recent and planned housing and employment growth has resulted in capacity issues emerging on the road network. As congestion and delay increases on the Parkway Network, and queues form at key junctions, the potential for delivering new homes and jobs in the area is becoming increasingly constrained.

The city centre is also entering a new and exciting phase in its development, a phase that will deliver significant levels of growth. The vision and ambitions are outlined in the City Centre

Development Framework, which details seven 'opportunity areas' across the city centre that will be the focus for redevelopment. The extensive redevelopment of the Embankment Area and Peterborough Station Quarter are both identified as opportunity areas. To complement the City Centre development aspirations, a City Centre Transport Vision will help guide future planning policy and provide an ambitious vision that will ensure consistency to future development and growth within the city centre.

Peterborough is viewed by government as one of the 'left behind' towns that has failed fully to benefit from the growth of a knowledge economy in the UK. In the context of the Levelling Up Agenda, Peterborough is categorised by the Government as a 'Priority One' area. The allocation of 'Priority One' specifies that the Government deems Peterborough as a region in most need of investment through Levelling Up funding. Peterborough has submitted a Round 2 Levelling Up Fund bid for the redevelopment of Peterborough Station.

In July 2019, Peterborough City Council declared a climate emergency. Peterborough City Council have committed to make the council's activities net-zero carbon by 2030, and to also support Peterborough become a net-zero carbon city. Transport and Travel forms a key part of this ambition, including encouraging the use of active travel modes, public transport and electric vehicles. Increasing the number of people travelling sustainably in Peterborough will significantly reduce the city's carbon emissions, along with bringing several other vital benefits including improving physical and mental health, improving air quality, reducing travel costs and stimulating the economy and providing jobs to the local area.

Peterborough has a large network of segregated cycle and pedestrian routes and significant improvements to the public realm in and around the city centre and the railway station are expected to be delivered as part of city centre redevelopment. However, some major roads and junctions lack adequate provision for all non-motorised users, while in places the Parkway Network causes severance between communities that deters active travel between them. The development of the LCWIP for Peterborough has identified cycling routes across Peterborough where investment will give the greatest propensity to cycle. In addition, continued investment and maintenance of the network, particularly integration of walking and cycling routes into new developments, is needed to ensure walking and cycling is an attractive option for people of all ages and abilities to travel around Peterborough.

## Progress To Date

Highway improvements have been delivered to support new development, including at the A47 Junction 20 that has been upgraded to a fully signalised roundabout to help to unlock the delivery of up to 2,500 new homes. Other major schemes that have recently been completed:

- Junction 18. The project increased capacity of the junction and refurbished the footbridge over the A47/A15 roundabout & junction.
- A605 Stanground. The project improved the junction of the A605 Whittlesey Road with the B1095 Milk and Water Drove by creating an additional eastbound lane on the A605 for right turning traffic.
- A605 Alwalton. An additional eastbound lane was created on the A605 from the Alwalton junction to Lynch Wood to alleviate significant congestion. A number of walking and cycling improvements were also delivered as part of this scheme.

Over recent years there has been significant focus on promoting sustainable travel across the city. The council has collaborated with Sustrans to deliver thirteen School Streets Initiatives that encourage schools to close the street outside of the school gates during drop off and pick up times. The School Streets project has realised a significant reduction in congestion close

to the school sites and increased numbers of parents, pupils and staff travelling in sustainable and active modes. Further School Streets schemes are planned in the future to ensure that active travel is the first choice for all school journeys in Peterborough.

The city has been enthusiastic to embrace the potential that new technologies may bring to the city. The city has 16 electric vehicle chargers across the city centre. Four of these are rapid electric vehicle chargers for the local taxi trade, of which £90,000 was awarded by DfT supported with an additional £22,500 local contribution. It is planned to continue the roll out of electric vehicle chargers across the city centre and also future deployment in residential areas.

Peterborough has a total of 40 dockless e-bikes which can be hired by residents and visitors throughout the city. This initiative has been successful and has replaced over 3,500 short car journeys, with more than 30,000km cycled since its introduction in xxxx

## Our Approach

Investment in highway improvements, particularly on the Parkway Network, will continue to support growth where required. However active travel improvements will also form part of any improvement scheme to encourage trips on foot and by bicycle. In addition, active travel infrastructure will be delivered within new developments, providing links to existing infrastructure, which alongside public transport, will be key to making urban extensions sustainable and not reliant on the private car.

The City Centre Transport Vision will enable Peterborough to transform its growing centre in to a vibrant and attractive space that residents can be proud of whilst providing economic benefit to the city. The vision embraces emerging technologies and a shift in travel behaviour. This includes the delivery of multi-functional transport hubs on the periphery of the City Centre to replace the vast majority of City Centre car parking (private and public), and to serve as transition points for goods and deliveries destined for the City Centre.

The pace of the city centre development is already rapid, Fletton Quays is near completion, and the Embankment Area (including ARU Peterborough), Northminster and the Station Quarter are all progressing. The City Centre Transport Vision provides a significant opportunity to plan the city centre of the future and ensure a coherent growth strategy across the city centre rather than planning transport infrastructure on a development-by-development basis.

Changes in the City Centre would be closely supported by the City Council's Smart Cities Transport Strategy, and users will be able to access real time data for a range of services, including parking availability, public transport schedules and retail stock availability, helping them to make informed and efficient journeys.

Peterborough's public transport network must offer accessibility for all. Central to this is our plan for the bus network delivered through the Bus Reform work and the Bus Service Improvement Plan that will provide improvements to levels of service and operating hours. This will help ensure that the bus network provides a seamless, integrated, and high-quality service, allowing people to travel not only across Peterborough quickly and easily without a private car but also providing connections to neighbouring towns and districts. Bus services will be integrated into new developments at the outset, with the aim of ensuring high-frequency services directly serve new developments as the first new residents move in. We will continue to explore the potential to modernise Queensgate Bus Interchange to present a better gateway to Peterborough and the bus network, while improving linkages to the railway station. The river Nene also may also provide opportunities as a transport corridor and ways to improve connectivity.

The current Stagecoach bus depot is too small to facilitate electric buses, with no room for expansion. We will continue to work with partners to find a new depot location that can accommodate all the necessary charging infrastructure so that electric buses can be introduced in Peterborough in the future.

Although Peterborough is well- served by the rail network, with frequent, direct services to London, Cambridge, and Norwich, together with the West Midlands and North of England, there are a number of improvement opportunities, including faster services to London, Cambridge and Stansted Airport, more frequent services on rural routes to Cambridgeshire, Suffolk and Norfolk. In addition, opportunities to provide additional stations serving Peterborough will be considered.

Complementing this investment is the continued development of Peterborough's walking and cycling network. Continued improvements to the segregated infrastructure, and an upgrading of the cycle network to LTN1/20 standards, will help to make walking and cycling an attractive choice for short journeys. More journeys on foot and by bike will help allow residents to live active, healthy lives, together with improving air quality and reducing congestion when people switch from the private car.

## Strategic Projects

### Highway Improvements: Accessibility and Safety

We will work with National Highways to promote improvements to the A1 at Wittering. The improvements should address the safety concerns within the area and also provide improved access to Wittering from the strategic road network.

### Rail Improvements

We will lobby and liaise with Network Rail and other partners to seek the reinstatement of four tracking from Huntingdon to Peterborough along East Coast Main Line to provide additional capacity for those wishing to access the city and beyond.

### Local Projects

#### City Centre

We will continue to deliver improvements to the transport network to support the growth planned for the city centre and help to make it an attractive destination for shoppers, businesses, and visitors.

The emerging *City Centre Transport Vision* is a twenty-year strategy to transform the transport infrastructure within the city centre and support the sustainable growth agenda. The strategy will build upon the vision and identify how this can be delivered. The strategy will incorporate innovative new technologies to ensure that everyone has access to a thriving city centre.

Peterborough railway station is an important rail interchange on the London to Edinburgh East Coast Main line with an annual throughput of five million passengers. The station has been refurbished within the past 10 years, but its facilities are inadequate to cope with current passenger volumes and projected future growth which was forecast at 3% per annum over the next decade. Further connectivity to the railway station is proposed through a new access route associated with future development of land to the west of the station. Walking and cycling improvements will be developed as part of these plans, including the option of a segregated cycle lane along Thorpe Road to serve the new western entrance of the rail station.

Another important regeneration area is the redevelopment of North Westgate, an area of the city centre that has been underutilised for decades and will provide additional opportunities for walking, cycling and public transport in this part of the city centre.

Better serving the future site of Peterborough University (opening in 2022), to the south of Bishops' Road, together with the wider Embankment Area is imperative. The University Access Strategic Outline Business Case and further development work provides transport options for enabling and managing the growth in the area and identifies a package of measures to create and enhance walking/cycling links to the University and improve highway access to the Parkway network.

### Active Travel

Peterborough has approximately 450km of both on and off-road cycle routes, including eleven named and numbered routes providing a quick, safe and easy way to get around. Linking to these routes is the 'Green Wheel' (a 45-mile-long cycle route circling the City and linking to rural fens and countryside villages). We will continue to work hard to seek improvements to the whole cycle network and to ensure that new developments successfully address the needs of cyclists.

Peterborough's Local Cycling and Walking Infrastructure Plan (LCWIP) will prioritise a series of key routes that will increase levels of walking and cycling by improving the infrastructure. The LCWIP is undergoing development and will continue to do so as Peterborough grows. Peterborough has identified sixteen key corridors that offer the greatest potential to increase numbers of people walking and cycling and offers the opportunity to expand the network to rural areas and connect outlying villages to the urban area.

The Thorpe Wood cycleway will be one of the first fully LTN 1/20 compliant pieces of infrastructure within the City and will be delivered in two phases. The scheme will increase the accessibility of the Thorpe Wood Business Park and create a more attractive route into Ferry Meadows Country Park, which is a popular destination in the area. The Council's commitment to install LTN 1/20 infrastructure in line with *Gear Change* supports plans to improve sustainable travel infrastructure across the City.

The Oundle Road cycleway between The Village and Ham Lane is currently in the design phase and will be brought forward to form part of the wider Oundle Road route improvements identified through the LCWIP.

To further support the redevelopment of Fletton Quays and the Embankment Area (including ARU Peterborough), funding has been secured for the Fletton Quays footbridge. The provision of a new footbridge across the River Nene will provide direct connectivity between two major redevelopment sites, maximising the full potential of each site, and removing the severance caused by the River Nene. The footbridge will also support existing residential communities by reducing commuting distances and providing new sustainable walking and cycling routes into the City Centre.

In addition, we will complete the public realm improvements including new paving, lighting, and street furniture, within the areas of Midgate, Broadway, Northminster and Westgate of Peterborough City Centre.

### Parkway Network

Peterborough's Parkway network provides for efficient movement within and around the city and includes two of only three bridges across the River Nene. However, certain sections, including the key junctions, suffer from significant congestion and delay, particularly during the

morning and evening peak. There is a need for further investment to support growth and to encourage traffic away from the inner city and urban areas. This will provide a safer environment for walking and cycling for short local journeys in the future.

The A1139 Fletton Parkway runs from the A1 (M) to the west of Peterborough to the A47 to the east. It is a primary route and provides a link between the A14 (via the A605) and the A1 to the A47 and A16. It also serves the major urban extension at Hampton, which is expected to generate significant additional traffic flows along this key route

Further work is needed to identify and examine a range of options that will ease congestion and improve safety between Junction 3 and Junction 3a, including delivery of the ECML bridge, widening J3 to J3a and a package of sustainable transport improvements and smart cities interventions.

Junction 21 of the A15 Paston Parkway is currently operating close to capacity. With the anticipated future growth in the area, and the potential increase in traffic if the route is dualled between Glinton roundabout and Junction 22 there is a need to assess what improvements are required. These improvements would allow for the junction to operate efficiently and facilitate the potential increase in traffic, thereby ensuring that journey times are not adversely impacted. These improvements to this corridor will aim to address the concerns for all transport users including the promotion of active travel modes.

A Strategic Outline Business Case has been produced for A605 – Junction 68. Currently this is an at-grade roundabout positioned in the south-east of Peterborough's urban area. The junction serves as a gateway into the City Centre and onto the City's Parkway System (via Junction 4) from Stanground and the Market Town of Whittlesey to the east. A preferred scheme has been identified that will add capacity to the highway network, address existing problems of peak hour congestion, and help to facilitate growth aspirations for the City. We will continue to work with partners to progress this scheme in a timely manner.

Peterborough's *Smart Cities Strategy* has set out the framework for the use of real time data to maximise the efficiency of the transport network and reduce Peterborough's dependency on conventional highway improvement works. The next phase of the project will finalise the strategy and begin planning and implementing smart cities interventions.

**Map of Major Schemes (to be inserted)**







# FENLAND

## Overview

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct strategies for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Each strategy outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by the Combined Authority and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities before they are able to proceed.

Each strategy is set out below, and includes:

- Summary of recent and planned growth, and local transport constraints;
- Progress and projects delivered to date; and
- Transport schemes to help deliver each strategy.

## Background

Fenland covers approximately two hundred square miles of Cambridgeshire. It is a rural, sparsely populated district with many diverse communities, each with different needs. Approximately 80% of the district's residents live within the four market towns of Wisbech, March, Whittlesey and Chatteris, with the remainder living in a number of small villages and hamlets. [It located in the North of Cambridgeshire and borders Norfolk and Lincolnshire.](#)

Although Wisbech is the largest town in the district, March is also of notable size. Both are set to grow in forthcoming years. Wisbech and March both offer significant local employment opportunities and access to a number of key services, including education, retail, and leisure facilities. Travel patterns in Fenland are heavily influenced by the main sub-regional centres of Cambridge, Peterborough, and Kings Lynn. Growth in employment in the district has not matched workforce expansion and has resulted in significant out-commuting. Forty-five percent of residents in work commute outside the district, primarily to Kings Lynn and to Peterborough. Fenland's economy is more reliant on agriculture and food production than the rest of Cambridgeshire and Peterborough region. There are also areas across the local area with higher levels of deprivation, particularly in Wisbech.

## Recent Development

Although the district remains relatively sparsely populated, Fenland has experienced considerable housing and population growth in recent years, growing by 8.7% in the decade up to 2017. Whittlesey, Chatteris and March have accommodated significant new house building, as have a number of villages including Doddington, Wimblington, and Manea. This growth is expected to continue into the coming years. Fenland District Council adopted its Local Plan in 2014. It set out the district's proposals for growth, including 11,000 additional homes from 2011 to 2031. This includes:

- 3,500 in Wisbech, plus 550 on the eastern edge of the town within the Kings Lynn and West Norfolk council area;
- 4,200 in March;
- 1,600 in Chatteris;

- 1,000 in Whittlesey; and
- 1,200 elsewhere, predominately in smaller villages

The *Fenland Local Plan* is currently under review with public consultation on a draft version [due later held](#) in [late](#) 2022. Based on the government's 'standard method' to calculate local housing need, in Fenland there is currently (as of March 2021) a need for 517 dwellings per year. Therefore, the overall housing need for the emerging Local Plan is expected to be in excess of 9,800 dwellings between April 2021 and March 2040.

## Transport Challenges

As the region's most rural and economically deprived district, there is limited accessibility to services, employment, and education opportunities. A lack of integration between modes of transport constrains the local economy, hinders development, increases health inequalities, and has an adverse impact on the area's environment. [The](#) historic development of the district along the route of the River Nene means that outside the four towns, the population of the district is sparsely dispersed across a very rural area, characterised by small villages and hamlets. This rurality has led to a high dependency on the private car, which can result in transport poverty for some families. Poor availability of public transport and limited active travel infrastructure across the local area can mean that there are no genuine, realistic alternatives to the private car and therefore those without access to one are isolated.

### Cross border travel

[As set out in the background section above, access to a range of places, especially for employment is essential. Connectivity to Cambridge, Peterborough and Kings Lynn is essential. There are also strong employment links to wider parts of Norfolk and into South Lincolnshire. Many children and young people access education in Lincolnshire and Norfolk travelling from Fenland. Access to transport for cross border journeys needs to be improved.](#)

### Accessibility to essential services

Twenty percent of residents have no access to a car and yet the proportion of journeys undertaken in the towns on foot or by bike is relatively low. This is due in part to the absence of high-quality walking and cycling infrastructure and high levels of accidents. This serves to exacerbate poor health outcomes that already exist within Fenland. Key indicators around life expectancy, obesity and physical activity are considerably worse for some parts of the district's population when compared to the rest of the region and the national average. In addition, access to employment, education, and key services for those who do not have access to a car is often limited, thereby having a detrimental effect on their mental health through a sense of social isolation and exclusion.

### The role of the car

Increasingly the high dependency on the private car has led to fewer viable alternatives for even short journeys, resulting in a vicious circle whereby public transport provision has become less viable as demand decreases and active travel modes are less attractive due to the high levels of traffic, high accident rates and associated air pollution. Furthermore, increasing the dependency on the private car increases carbon emissions, the effects of which globally are likely to have a disproportionate effect on the district given its low-lying geography.

### Railways

Whilst the Ely-Peterborough railway line passes through the district, Manea, March, and Whittlesea are the only stations for the region providing access to the wider region and beyond. March has an hourly service between Stansted Airport, Cambridge, and Peterborough (continuing to Birmingham), two hourly services to Ipswich and limited direct services on route to Norwich and services north towards Liverpool. These services offer good opportunities for commuters but, services in the early morning and evenings are less frequent, making it difficult to rely on for some journeys including travel to and from the airport and to access the evening economy. Whittlesea and Manea railway stations have approximately two hourly services. A previous audit of all Fenland railway stations identified deficiencies in the provision of facilities at each station in terms of general station information, access to the station and customer facilities at the station.

### **Bus Services**

Bus services have declined significantly due to a reduction in financial support. Where they do exist, they are largely limited to the key corridors between towns and have a limited frequency that do not provide a genuine alternative to the private car in terms of convenience. Weekend and evening services are significantly reduced and make it difficult for those without access to a car to travel. Continual amendments and changes to timetables make it difficult for those who rely on bus services to continue their employment or for young people to access education and training of their choice.

### **Community Transport**

Fenland Community Transport (FACT), operate dial-a-ride services five days a week linking to areas not served or poorly served by the bus network; however, at present there is limited integration between these services and the wider public transport network. This therefore acts as a barrier for those residents who are wishing to make longer journeys beyond the district boundaries (such as to Peterborough).

### **Public transport integration**

The lack of integration between different public transport options and services, coupled with inadequate or non-existent provision of high-quality walking and cycling infrastructure for the first/last mile links, limits the ability to provide a genuine alternative to the private car. This in turn makes it difficult for residents without access to a car to travel to key employment, leisure, educational and healthcare services, such as Peterborough City Hospital.

### **Links to the strategic road network**

Fenland links to the wider national highway network by dual carriageway are very limited. There is a limited stretch of dual carriageway on A47 in the northwest corner of Fenland. The district's road network primarily consists of rural, single-carriageway A-roads. Several key junctions act as 'pinch points' on the network, especially in and around the towns. These suffer from severe peak-time traffic congestion impacting on all road users. Reflecting the low-lying Fenland environment, some routes suffer from regular flooding, such as North Bank near Whittlesey, and require specific maintenance due to being constructed on peat soils.

## **Progress to date**

Progress in recent years has been made regarding a number of Fenland transport issues, which are as follows:

### [Railways and the Hereward Community Rail Partnership](#)

Since the previous adoption of the Cambridgeshire and Peterborough LTP in 2020, progress has been made on a number of key projects. We have already committed £9 million of investment into March, Manea, and Whittlesea railway stations to aid their regeneration. In addition to the number of smaller projects that have been delivered, such as new waiting shelters on platforms, additional cycle parking and new ticket machines, major improvement work has been undertaken at March railway station. This project has delivered an open-plan ticket hall and waiting area, accessible modern toilets, and retail facilities as well as an upgraded and extended car park. In addition, Manea Station will have a car park for the first time including more cycle parking and bus turning facilities.

The Hereward Community Rail Partnership, established in 2012, has continued to work to promote rail services between Ely and Peterborough, through engaging with train operating companies to improve services, and support station groups such as the Friends of March Station. Significant growth in the use of the Fenland railway stations has been achieved since 2012, with in excess of an additional 100,000 journeys per annum.

### [The Fenland Walking, Cycling and Mobility Aid Strategy](#)

Fenland District Council adopted ~~its~~ [the second version of its](#) Walking, Cycling and Mobility Aid Strategy in ~~October 2022~~, [November 2021](#). Delivery of this strategy will see fundamental change in the ability to be able to walk and cycle in and around the towns, villages and hamlets across Fenland and increase accessibility between towns. This approach will enable significantly higher levels of walking and cycling whilst providing for successful integration with our public transport network.

### [Accessibility and the Fenland Transport Strategy](#)

It is well recognised that accessibility is a major transport challenge in the district and that this should be the focus of the emerging Fenland Transport Strategy (child document to the LTCP). The first step of identifying exactly where and what these challenges [have been](#) undertaken through an accessibility [Evidence Study and report \(2020\)](#). This forms the basis of the approach to address these accessibility issues, with a view to adopting a focused, localised Strategy. [It is expected that the Fenland Transport Strategy will be adopted in 2023. The latest version of the strategy can be viewed on Cambridgeshire County Council website from this link: Fenland Transport Strategy - Cambridgeshire County Council](#)

### [March Area Transport Study](#)

The *Fenland Retail Study* (2009) and Growing Fenland Strategy (2019) identified March as one of Fenland's two major town centres, providing a range of facilities and services for an extensive rural catchment area. Currently March town centre does not function in a way that promotes resilience, diversification, and sustainable growth. This is due in part to significant severance and dislocation issues. Property values are well below regional and national levels, and development appraisals prepared by independent specialists show a consistent viability gap for residential, retail, and other uses.

Further public consultation on the March Area Transport Study (MATS) has been undertaken, ahead of the Outline Business Case. In November 2021, we unlocked further funding to allow detailed design work to be undertaken and for the full business case to be developed.

### [Whittlesey Kings Dyke Level Crossing](#)

Infrastructure improvements are being delivered to better connect Fenland to Peterborough, the nearest major urban centre. The removal of the level crossing at Kings' Dyke that has long been the cause of delays between Peterborough and Whittlesey, with a new road bridge replacement is well underway. All the major structures have now been completed and work has started on connecting the new road to the existing network. The scheme is on track to be completed by the end of 2022.

#### [Study work and funding to address other Fenland transport matters](#)

Since 2014, several significant improvements, including allocating £10.5 million for a package of improvements to the road network in and around Wisbech to help stimulate sustainable housing and economic growth. In addition, £1.5 million has been approved to fund a study into a potential future rail link between Wisbech and March. The investment to improve March, Manea, and Whittlesea railway stations included funds to allow for 70 new solar powered 'cats eyes' providing an illuminated walkway to Whittlesea railway station.

## **Our Approach**

#### [Our vision is:](#)

Improving accessibility to and within Fenland by all modes and for all people [is central to our overarching Strategy for Fenland. Infrastructure improvements and the ability to travel on an integrated network are central themes to achieving the overarching Fenland strategy](#)

[The vision will also be supported and delivered by a range of other transport strategies for Fenland including Fenland Transport Strategy, Cambridgeshire Active Travel Strategy, Fenland Rail Development Strategy and Fenland Walking, Cycling and Mobility Aid Strategy. All of which include ambitious schemes to address the transport challenges in Fenland.](#)

#### [Key opportunities and themes which form part of our approach are as follows:](#)

##### [Connectivity including cross border travel](#)

Better links to key service centres such as Peterborough, Greater Cambridge, Kings Lynn, and the rest of the country will make Fenland a more attractive place to live and work. This will also create new opportunities for residents to travel to employment, retail, leisure, education, or training elsewhere. We will look to support the investment in infrastructure with a simultaneous push to making transport and travel choices more accessible for residents in Fenland, many of whom either cannot travel easily or need help and encouragement in using these travel choices. Connectivity to the transport network, both physically and in terms of accessibility for all users is a primary area in need of development in Fenland.

[Greater consideration will be given to the cross-border journeys into Norfolk and South Lincolnshire, particularly where those journeys are for employment and education. The role of social and leisure journeys beyond Cambridgeshire is also noted given the proximity of these areas to Fenland. Closer working and co-ordination with the local authorities and other key stakeholders in these areas will form part of the approach to improve cross border transport issues.](#)

##### [A railway for Wisbech](#)

Reopening the link by rail or autonomous vehicles to Wisbech will transform accessibility to and from the town. This will ensure residents and businesses in Wisbech are able to reach Cambridge in approximately 45 minutes through seamless integration with other public

transport services allowing access to the opportunities across Greater Cambridge. In addition, we will continue to progress our ambition for Wisbech Garden Town and this link forms a fundamental component of this scheme's delivery.

### A47

A package of improvements to the A47 between Peterborough, Wisbech and Kings' Lynn, including much-needed upgrades to junctions and interchanges are necessary to increase accessibility across the region.

In the longer-term, we will continue to explore the case to increase capacity on the A47, further reducing journey times and reliability as well as address safety for all road users including commuters and freight. Local junction improvements within Wisbech as part of the Wisbech Access Strategy will help to relieve congestion, provide additional highway capacity for the benefit of all users. These will be delivered along with bus, walking, and cycling improvements to support the town's sustainable growth.

### Bus Services

Key to the successful delivery of the strategy is a more integrated, seamless public transport network that provides a genuine alternative to the private car and allows access to employment, education, retail, and social opportunities. In line with the recommendations of the Bus Reform Review and the Bus Service Improvement Plan, the plan for the bus network includes the continued support for our key interurban routes between Wisbech and Whittlesey, March, Chatteris, Peterborough and King Lynn. We will work in partnership with operators to review levels of service at evenings and weekends to increase the levels of accessibility across the district. [The challenge of providing regular and financially viable bus services in rural areas is well recognised. Solutions to this matter must be found in Fenland to achieve the integrated and seamless network that reduces reliance on the car. Opportunities to link with other transport, such as community transport and demand responsive services, need consideration along with a good understanding of where the public want and need to travel.](#)

### Community transport and demand responsive services

Support for community transport within Fenland will continue and the potential for ~~Demand Responsive~~ Demand Responsive Transport (DRT) to seamlessly connect with core inter urban bus services will be explored and implemented where appropriate. We support and will seek to improve the integration with a future DRT scheme, the FACT Community Transport network, and Fenland Car Schemes to effectively provide the vital links with rural hamlets and villages that are not directly served by the bus network.

We will work to ensure that it is easier for passengers to make journeys involving a combination of bus, DRT, rail, community transport, and active travel modes through seamless integration between modes. New rural travel hubs will offer improved interchange between transport modes, acting as a gateway to our public transport network, combined with better integrated ticketing and timetabled connections. This will help ensure that residents can travel easily to destinations without having to rely on a car and will simultaneously reduce pressure on our highway network.

### Active Travel - Walking, Cycling and mobility Aids

New, high-quality active travel infrastructure will be developed across Fenland and along upgraded highway corridors and linked to new developments. This network will help to make walking and cycling a safer, more attractive option for local journeys. Moreover, we will seek

opportunities to improve interchange between public transport and active modes, particularly for first/last mile trips and ~~short distances~~ [short distance](#) journeys within and between Fenland market towns and villages. Our approach will realise the benefits of the emerging *Fenland Transport Strategy*, ~~and the~~ [Active Travel Strategy and Fenland Walking, Cycling and Mobility Aid Strategy](#).

~~We will continue to pursue the Travel Champion and Travel Buddy schemes, along with other 'softer measures' such as travel planning that are aimed at helping to encourage and support users who may feel less confident about using public and community transport options. This will help to reduce connectivity and accessibility issues within the district, but also maximise the investment in the new transport infrastructure.~~

It is recognised that active travel modes are more difficult in the rural areas of Fenland; however, by supporting and providing the high-quality infrastructure for these modes it is hoped that more journeys will be undertaken on foot and by bike. These improvements will be implemented on new and existing corridors, focusing particularly in addressing the missing links within the rural network. These will help to alleviate traffic congestion that is found in the towns, whilst also helping to improve air quality. In addition, these improvements will allow those without access to a car – such as teenage children – more independence and opportunity to travel to key destinations. The implementation of the East Anglian Alternative Fuels Strategy, in partnership with local districts and national government, will help to reduce carbon emissions towards net zero and improve local air quality.

#### [Social inclusion and supporting our communities](#)

~~These [New opportunities to travel](#) will need to be supported by supplementary measures aimed at encouraging and supporting use, such as the Travel Buddy and Travel Champions schemes. [We will continue to pursue the Travel Champion and Travel Buddy schemes, along with other 'softer measures' such as travel planning that are aimed at helping to encourage and support users who may feel less confident about using public and community transport options. This will help to reduce connectivity and accessibility issues within the district, but also maximise the investment in the new transport infrastructure.](#)~~

## Strategic Projects

### *East / West Corridor*

The A47 is both a nationally and internationally strategic link. It forms part of the TEN-T Trans European Network Route, making it a part of the European Union's strategic transport network. Nationally, it is a key route into East Anglia, connecting Norwich and Norfolk with the East Midlands and the A1, and therefore carries a significant number of heavy commercial vehicles.

At a local level, the A47 allows for local movements and direct access between Peterborough, Wisbech and Kings Lynn. Therefore, the A47 acts as a key commuter route for people travelling to and from these key destinations.

The long-distance regional trips (and particularly heavy commercial vehicles) generate a consistent flow of traffic along the route, and when this is mixed with localised commuter traffic the network comes under substantial strain and congestion is common. This is particularly common on the approaches to key junctions such as the A47 / A1101 Elm High Road Roundabout. The high proportion of heavy commercial vehicles travelling along the single carriageway section between Thorney and Wisbech creating an unsafe environment for all road users as some vehicles cannot overtake safely which in turn can lead to increased driver frustration and risk taking.



To address these issues, we continue to work with National Highways to assess the viability of the A47 dualling/capacity improvements proposal between the A16 Peterborough and Walton Highway, whilst continuing to assess the viable alternative routeings for active travel modes along and across the corridor.

### *Wisbech Rail*

Construction of a new link to Wisbech will transform accessibility of the town. Options for rail, ultra-light rail, and other high order transit such as tram/Light Rail Transit and Bus Rapid Transit are being considered. Residents and businesses in Wisbech would benefit from being able to reach Cambridge directly, connecting them to the opportunities within Greater Cambridge, including well-paid, skilled roles in the knowledge economy, retail, leisure, education and training opportunities at the University of Cambridge, Anglia Ruskin University and Cambridge Regional College. It will also play a key role in supporting the ambition for Wisbech Garden Town, helping to secure the viability and delivery of additional development.

## **Local Projects**

### *Fenland Station Regeneration*

Significant elements of the package of planned enhancements to railway stations within Fenland at Manea, March, and Whittlesea will be completed. Further work is required at all the stations. For example, short platform lengths currently prevent longer, higher capacity trains from calling at the stations, as well as reducing the frequency of trains able to stop. [The potential for interchange with buses is required at all three stations and does not exist at present.](#) In addition to platform lengthening, we will fund station enhancements to improve the quality of station and waiting facilities, as well as improving access to, from and at the stations, following continued engagement with the Hereward Community Rail Partnership. A pedestrian bridge for Whittlesea Station will enable people to catch trains and link to the industrial area from the town when the level crossing is closed.

### *Wisbech Access Study*

The Wisbech Area Transport Study (WAS) is a three phased package of multi modal transport schemes aimed at delivering growth in and around the town. The schemes aim to address congestion, safety concerns, active travel provision and resolve challenges of a transport network that interfaces with a river at key junctions, and with limited crossing opportunities.

- Three initial schemes contained within the WAS are the A47/A1101 roundabout improvements, the A47 Broad End Road junction improvements and the A1101/Weasenham Lane junction.
- We support the development and implementation of two A47 schemes located in Norfolk as these have significant importance to Wisbech and Cambridgeshire along with the A47 corridor due to the east-west nature of the route.

The medium-term phase of WAS focuses specifically on Wisbech and unlocking its potential across a range of modes.

- Freedom Bridge roundabout and the adjacent bus station will see improvements for walkers, cyclists, bus services and road users. There is potential for wider economic growth and regeneration proposals in these locations.

- Improvement schemes long Cromwell Road will open significant opportunities for Wisbech whilst generating a modern and improved gateway into the town from the west.

The third phase of WAS focuses on strategic traffic and unlocking the potential for Wisbech by removing traffic from its centre allowing for greater use of active travel modes. This will include:

- The provision of re-routeing opportunities (especially for business access);
- Quicker journeys for longer distance traffic that currently must use the centre of the town; and
- The western industrial link road is a key component of delivering the sustainable growth strategy for Wisbech.

For the medium- and longer-term phases, further feasibility and development work will be needed before firm opportunities for delivery funding are known.

#### *March Area Transport Study (MATS)*

MATS identifies a number of locations in and around the town where transport interventions were needed to address existing congestion problems, missing active travel links and to provide capacity for future sustainable housing and employment growth.

An online public consultation on proposals was held in May 2020 with subsequent approval for further funding being made by the CPCA to move to Outline Business Case/preliminary design.

The MATS study contains five schemes:

- A141/Peas Hill roundabout capacity improvement, in conjunction with a developer funded and delivered roundabout at the junction of A141/Hostmoor Avenue;
- A141/Twenty Foot Road junction, introduction of traffic signals;
- Broad Street/Dartford Road/Station Road junction, replacement of traffic signals with a mini roundabout and converting Broad Street to a single lane in each direction;
- Development of a Northern Link Road between Hundred Road/Melbourne Road in the south and Longhill Road to the north; and
- High Street/St Peters Road upgrade to existing traffic signals.

MATS will deliver nine minor schemes specifically focused on improving the safety for March residents. In addition, a pedestrian and cycling strategy will be developed and implemented in town, with in excess of ninety possible interventions identified to improve the environment for pedestrians and cyclists.

#### *Community Rail Partnership and Local Rail Improvements*

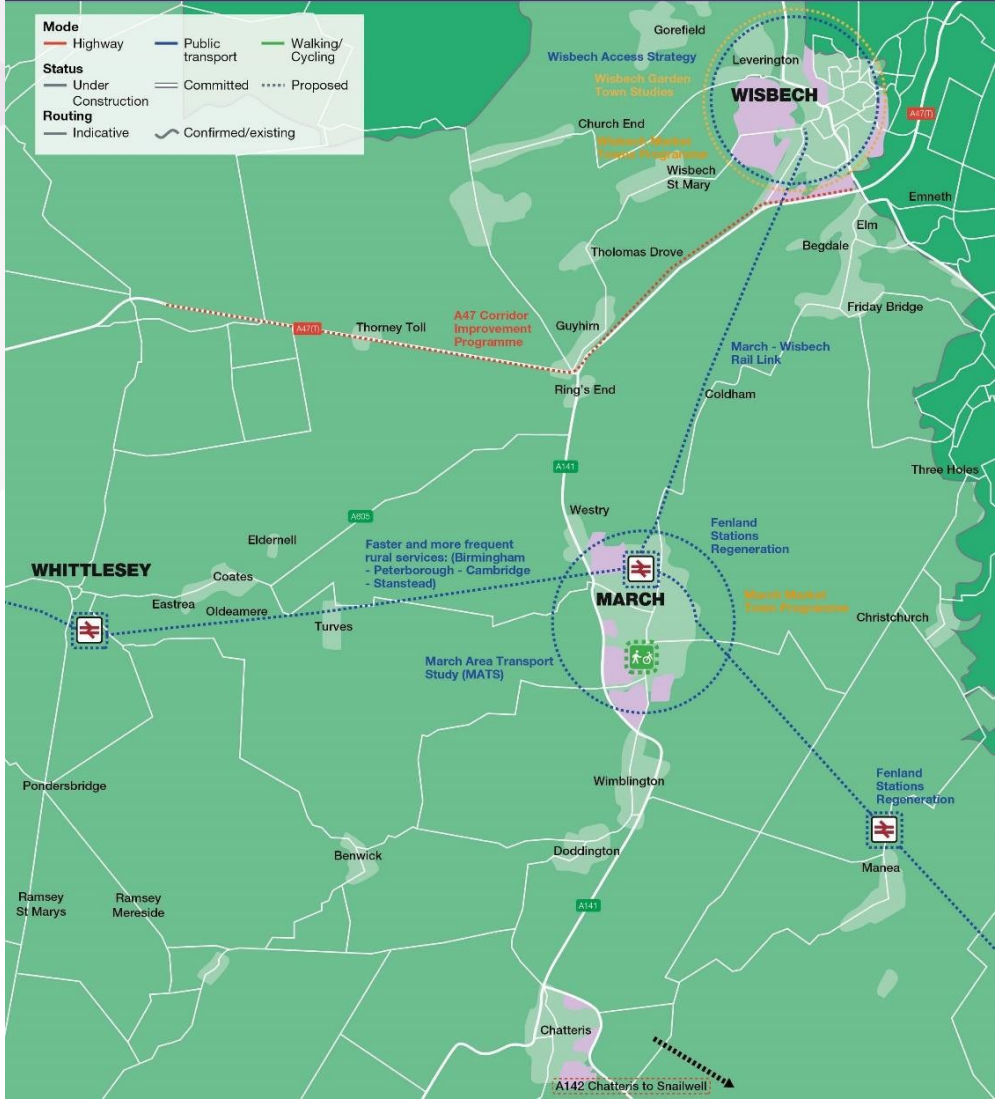
The Hereward Community Rail Partnership (CRP) provides a local voice for the community to have their say on issues relating to railway. The CRP works to ensure that there is strong awareness of railway services locally and more widely through promotion and events.

Before the Covid-19 pandemic, the Fenland railway stations had seen significant growth in usage with over 100,000 additional railway journeys each year. The CRP lobbies for railway service improvements and has played a key role in the delivery of the two hourly service from Manea, the additional CrossCountry services that stop at Manea and the extra Norwich – Liverpool services which stop at March.

## Regionwide initiatives

-  E-scooter Trial and E-bikes (expansion of)
-  Buses Reform - Enhanced Partnership and franchising
-  ZEBRA - Zero Emission Buses
-  Active Travel Schemes
-  EV Charging Schemes and Outcomes from AFVS
-  Demand Responsive Transport
-  Bus Reform Task Force
-  Digital Connectivity
-  Vision Zero, including 20 is Plenty
-  First and last mile (including freight)
-  Heavy Commercial Strategy

<b>Mode</b>	 Highway	 Public transport	 Walking/ Cycling
<b>Status</b>	 Under Construction	 Committed	 Proposed
<b>Routing</b>	 Indicative	 Confirmed/existing	





## Monitoring and Performance

## Contents

1	Overview.....	3
2	Metrics.....	4
2.1	Connectivity.....	4
2.2	Productivity.....	5
2.3	Climate Change and Environment.....	5
2.4	Health.....	5
2.5	Safety.....	6

# | Introduction

## 1 Overview

A set of focused, clear, and measurable indicators provides accountability and incentives for improved performance and can help deliver better value for money as interventions are sought to maximise performance.

The Combined Authority will at all times aim investment in the transport network that offers the best value for money for Cambridgeshire and Peterborough. The performance indicators will be essential to the Combined Authority as part of its decision making about future priorities for funding in pursuit of the aims and objectives of this LTCP.

This LTCP has a total of twenty-two indicators and sixteen targets, these cover those areas considered most critical to local success. These are central to and most closely aligned to this LTCP.

These locally relevant performance indicators have been grouped into three categories, designed to provide a clear measure of performance and delivery:

- Targets – where it is considered that an outcome is clearly attributable to our actions. As a result of this more direct influence, numerical targets have been set which act as a driver of performance;
- ‘Traffic lights’ – where measuring progress is also useful, but where many actions have contributed to an outcome, a ‘traffic light’ system is used to identify overall trends; and
- Monitoring only – indicators that lie outside of the partners’ direct influence and are therefore not considered to be a fair measure of performance, or where data quality is not sufficiently accurate to measure performance.

Figure xx shows the outcomes being sought to ensure the aims and objectives of this LTCP are achieved in a timely and effective manner. These are colour coded to the set of indicators that are best placed to demonstrate the impacts of the agreed transport priorities.

Further indicators may be developed as a result of new and emerging trends, especially in light of the continued emergence from the Covid-19 pandemic.

In addition, Public Health outcomes and indicators, developed by the NHS, may be useful in performance monitoring of this LTCP and we will explore these issues with partners as the plan continues to be rolled out.

It is the intention of the Combined Authority to continue to monitor progress on implementing LTCP on an annual basis. It will therefore form an essential element of the process of review and decisions on future spending. The metrics will be reported by the Combined Authority’s Programme Management Office to the Transport and Infrastructure Committee on a regular basis. The metrics reported will have regular milestones and appropriate programme review dates to track progress and make the necessary amendments.

Due to the Covid-19 pandemic it is essential to have an appropriate baseline against which progress can be monitored. Therefore, the indicators and targets outlined in the Plan will be baselined in 2022 and assessed against 2019 to ensure they reflect the current demands and position. Following this, targets and trajectories will be established, agreed, and monitored by the Transport and Infrastructure Committee.

# | Introduction



Figure 1 - Needs a caption

## 2 Metrics

### 2.1 Connectivity

Indicators	Targets
<ul style="list-style-type: none"> <li>• Mode share (cordons)</li> <li>• Proportion of households with access to cars by district</li> <li>• Proportion of households with access to cars by income</li> <li>• Public transport trips per person per year by household income</li> <li>• % of households within 10 mins' walk of a bus stop with a service of at least once an hour</li> <li>• Car ownership by deprivation decile</li> <li>• Rail punctuality</li> <li>• Local bus passenger journeys originating in the authority area (million)</li> <li>• Average journey length by purpose and car ownership</li> </ul>	<ul style="list-style-type: none"> <li>• Digital (broadband) availability</li> <li>• Proportion of fully accessible buses on certain routes or in areas</li> <li>• Bus punctuality</li> </ul>



# | Introduction

## 2.2 Productivity

Indicators	Targets
<ul style="list-style-type: none"> <li>• Number of peak hour vehicle journeys</li> </ul>	<ul style="list-style-type: none"> <li>• Journey time reliability on strategic important routes during the AM peak</li> <li>• Key Route Network speed (AM peak)</li> <li>• % change in peak period journey time along key routes and corridors (by vehicle type)</li> </ul>

## 2.3 Climate Change and Environment

Indicators	Targets
<ul style="list-style-type: none"> <li>• Trips per person by mode of transport or journey purpose</li> <li>• Proportion of urban trips under five miles taken by (i) walking &amp; cycling, (ii) Public Transport</li> <li>• % of plug-in vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce per capita transport carbon emissions</li> <li>• Number of charge points available to the public</li> </ul>

## 2.4 Health

Indicators	Targets
<ul style="list-style-type: none"> <li>• Proportion of people within xx mins of green open space</li> <li>• % of deaths attributed to air pollution</li> </ul>	<ul style="list-style-type: none"> <li>• % increase use of cycling</li> <li>• Levels of noise pollution</li> <li>• Levels of light pollution</li> <li>• Levels of air pollution</li> <li>• Transport related AQMAs</li> <li>• Reduce levels of traffic derived Nitrogen Dioxide</li> <li>• Length of cycleway per district</li> </ul>

# | Introduction

## 2.5 Safety

Indicators	Targets
<ul style="list-style-type: none"><li>• Number of child pedestrian casualties per 1,000 children in population</li><li>• Reduce the number of highway casualties</li><li>• Proportion of people who say they do not use public transport because of fear of crime</li><li>• Child pedestrian accident rates</li><li>• KSI casualties in 10% most deprived areas</li><li>• KSI casualties by road user type and district</li><li>• KSI casualties by user type vs user type</li></ul>	



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

# The Cambridgeshire and Peterborough Local Transport & Connectivity Plan: Digital Policy

February 2023

Version History

Revision Number	Revision Date	Nature of Revision	Checked by	Reviewed by	Approved by
V1.0	19 September 2022	Draft for internal review			
V2.0	22 September 2022	Draft for client review			
V3.0	21 October 2022	Updated draft following client review			
V4.0	20 December 2022	Updated following further inputs from CCC			
V5.0	21 February 2023	Updated following further inputs from CCC, Greater Cambridge Shared Planning Service, and Peterborough CC			

## Enhance digital connectivity

### Ensure the availability of high quality, affordable digital connectivity services and support the adoption of digital technologies

#### Overview

The Cambridgeshire and Peterborough [Digital Connectivity Strategy for 2021-2025](#) forms the basis for this digital policy as part of the Local Transport and Connectivity Plan.

Digital connectivity plays an increasingly important role in providing access to jobs, and to services and experiences such as entertainment, social interaction, shopping, banking, education, and healthcare. During the Covid-19 pandemic lockdowns we were heavily dependent on digital connectivity for enabling people to work from home, students to attend online classes and lectures, and for keeping in touch with friends and family. Lockdowns necessitated various swift transformations that have endured: many more businesses now use collaborative software such as Zoom and Teams; many more people now work from home at least part of the week; retailers have boosted their ecommerce capabilities; and GPs make much more extensive use of remote consultations over the phone or online.

There are important interactions between our use of digital technologies and the transport system. Most obviously, digital connectivity enables more working from home and remote meetings, and this has significantly reduced travel for commuting and for business. Increased use of online shopping has also reduced the need for individuals to travel to and from shops, while increasing the numbers of light goods vehicles delivering orders. On public transport, mobile connectivity helps to make journeys more productive, interesting, and pleasant, whether accessing work applications or entertainment, and this is a factor influencing a modal shift away from cars. Furthermore, the transport system itself is of course already highly reliant on digital technology, for monitoring traffic and road conditions, controlling traffic lights, providing real-time passenger information, smart motorway signage etc; and new applications such as smart parking and AI-controlled road junctions offer the prospect of further improving the efficiency and sustainability of transport. Such considerations are behind the updated title of the plan: the Local Transport and Connectivity Plan - emphasising the importance attached to improving digital connectivity.

Much has already been achieved in this regard, in particular the success in making superfast broadband nearly ubiquitously available across the Combined Authority. However, this is a rapidly moving area, driven by exponential improvements in technology. Telecoms develops far more rapidly than any other type of infrastructure: for example, average monthly data usage on fixed broadband lines increased by 19% *per annum* in Cambridgeshire and Peterborough between 2018 and 2022. With the ongoing roll-outs of new technologies such as full-fibre broadband and 5G mobile infrastructure, it is vital that Cambridgeshire and Peterborough stays at the forefront of digital connectivity in terms of:

- Fixed broadband connectivity;
- Mobile connectivity;
- Smart infrastructure; and
- Digital adoption, access, and inclusion.

## Policy theme X.1: Fixed broadband infrastructure

### Overview

There is now nearly ubiquitous coverage of superfast broadband services in Cambridgeshire and Peterborough: as at September 2022, 97.3% of premises could access services with download speeds of 30 Mbps or more, according to Ofcom<sup>1</sup>. Only 0.7% of premises are now unable to obtain a service at 10 Mbps or more, and these are covered by a Universal Service Obligation whereby BT is obliged to provide a 10 Mbps+ service if requested (up to a cost threshold of £3,400 per premise). This progress has been achieved through a combination of private sector investment by the telecoms operators, plus public 'gap-funding' through the Connecting Cambridgeshire programme for areas where there were no plans for commercial superfast roll-outs.

The focus for industry players and policy-makers has now shifted to rolling out gigabit-capable (i.e. 1,000 Mbps+) and full-fibre infrastructure. Gigabit services are primarily delivered over Virgin Media's cable network and through full-fibre networks being rolled out by operators such as BT Openreach, CityFibre, Hyperoptic, and OFNL. The UK Government has set targets for the proportion of UK premises covered by gigabit-capable networks: 85% by 2025, and 99% by 2030<sup>2</sup>.

In Cambridgeshire and Peterborough, the coverage as of September 2022 stood at around 70% of premises for gigabit-capable networks and 49% for full-fibre, both of which were higher than the UK averages of about 68% and 41% respectively<sup>3</sup>. The Government's expectation is that commercial gigabit roll-outs should achieve about 80% UK coverage without the need for any public subsidy.

Government has set a target of 85% gigabit-capable coverage for the UK by 2025; however, this is an average for the country and there is a danger that without a specific focus, as a predominantly rural area, we will no longer be at the leading edge and will not have the ubiquitous forward-facing infrastructure we need for our area to prosper. Therefore the Digital Connectivity Strategy has set a local target to meet at least 85% coverage by 2025. This will be met by a combination of coverage provided by commercial operators, investing their own funds to roll out infrastructure in our area, and by coverage provided on a 'gap funded' basis as part of the Government's Project Gigabit procurement programme, of which Cambridgeshire and Peterborough is one of the first pilot areas. Project Gigabit will provide up to £68 million in public funding for the area, with procurements managed centrally by Building Digital UK, an executive agency of DCMS.

Cambridgeshire and Peterborough has a very dynamic commercial environment, with a number of active suppliers planning significant investments in gigabit-capable infrastructure. However the challenges involved in rolling out broadband infrastructure, particularly in rural areas, means that the operators need a supportive local environment in order to deliver successfully. We will continue to work closely with

---

<sup>1</sup> Source: [Connected Nations 2022](#) (Ofcom, December 2022). Note: Connecting Cambridgeshire uses 24 Mbps rather than 30 Mbps to define 'superfast'. The 24 Mbps metric is not regularly reported by Ofcom, but another source, [Thinkbroadband](#), estimates that 24 Mbps coverage was c. 98.6% in Cambridgeshire and Peterborough at December 2022.

<sup>2</sup> Source: [Levelling Up the United Kingdom](#) (DLUHC, February 2022)

<sup>3</sup> Source: [Connected Nations 2022](#) (Ofcom, December 2022). [Thinkbroadband](#), estimates that gigabit coverage was c. 74% and full fibre coverage was 51% in Cambridgeshire and Peterborough at December 2022.

operators to support investment, remove barriers and facilitate coverage to ensure planned commercial investment is delivered.

### *Policy Summary*

Connecting Cambridgeshire is the delivery body for the Combined Authority's digital infrastructure strategy covering Cambridgeshire and Peterborough<sup>4</sup>. To support the continuous improvement of fixed broadband infrastructure the Combined Authority will, with the Connecting Cambridgeshire programme, continue to:

- Facilitate industry investment in fixed broadband infrastructure;
- Work with government to deliver public funded fixed broadband solutions where commercial coverage is not viable; and
- Integrate fibre ducting in transport and other infrastructure schemes and exploit this asset.

#### *Policy X.1.1 Facilitate industry investment in fixed broadband infrastructure*

The Combined Authority will continue to support barrier-busting work with network operators and the councils/Local Planning Authorities to encourage investment and facilitate commercial coverage of improved fixed broadband infrastructure by:

- Supporting appropriate siting of infrastructure such as street cabinets;
- Establishing timely and constructive communications and relationships between the network operators' and the Local Highways Authorities' respective teams;
- Supporting street works permit schemes that are proportionate and efficient, and in line with best UK practice; and
- Supporting timely wayleave agreements with network operators for access to council-owned land and property.

#### *Policy X.1.2 Work with government to deliver public funded fixed broadband solutions where commercial coverage is not viable*

The Combined Authority will continue working with the UK Government to:

- Achieve the timely and successful implementation of the Project Gigabit programme's gap-funding procurements of gigabit-capable coverage;
- Identify and access public and private funding to support fixed broadband infrastructure; and
- Support and extend the national Gigabit Broadband Voucher Scheme, which provides government funded vouchers, with a local top-up where needed, for homes and businesses that will not be covered by commercial or gap-funded schemes.

#### *Policy X.1.3 Integrate and exploit fibre ducting in transport and other infrastructure schemes*

By integrating appropriate ducting into transport and other infrastructure schemes we are helping to speed up commercial deployment of fibre networks, minimise future

---

<sup>4</sup> In the remainder of this digital policy, statements saying that 'the Combined Authority will...' should be taken to mean that this will be delivered via the Connecting Cambridgeshire programme.

disruption of roads and walkways, and reduce the carbon emissions associated with installing new ducting. The Combined Authority will continue working to:

- Support the integration of fibre ducting into locally-managed transport and other infrastructure schemes;
- Lobby for fibre ducting to be included in nationally-managed transport and other infrastructure schemes involving Cambridgeshire and Peterborough;
- Support the coordination of fibre ducting provision with other utility projects where appropriate; and
- Ensure that the fibre ducts owned by public authorities are comprehensively mapped, well managed and actively promoted for use by commercial network operators – for example through the Light Blue Fibre joint venture between Cambridgeshire County Council and the University of Cambridge.

## Policy theme X.2: Mobile infrastructure

### Overview

People of all ages increasingly rely on mobile internet access for socialising, shopping, home working, banking, digital payments, public service information, news, and entertainment. Mobile connectivity is also an important underpinning technology for the Combined Authority's work to improve bus services: to be successful, Demand Responsive Transport and new travel hubs will need travellers to be able to book, track services and understand disruptions to give the best possible customer experience.

Cambridgeshire and Peterborough enjoys reasonably high overall levels of mobile 4G coverage: as of September 2022, 75% of premises could obtain an indoor signal from all four mobile networks, and 98% of the geographic area had outdoor coverage from all four operators<sup>5</sup>. However, the situation varies significantly across the Combined Authority area: for example, only 56% of premises in South Cambridgeshire could obtain an indoor signal from all four mobile networks as of September 2022. Whilst remaining gaps in 4G geographic coverage should be addressed through the Government's Shared Rural Network programme, which entails £1 billion investment across the UK from the operators and the UK Government, little progress on partial not-spots has been seen to date across the region.

The latest generation of mobile technology, 5G, not only offers higher speeds than 4G but also provides lower latency (i.e. quicker response times), the ability to handle much higher densities of devices, improved energy efficiency, and greater flexibility in tailoring services to specific user needs. These features are expected to be useful for businesses in taking advantage of applications such as augmented reality, factory automation and asset monitoring – helping to boost productivity. 5G services are also likely to be crucial to support future plans for incorporating autonomous vehicles into public transport services, building on earlier feasibility and pilot projects in the Cambridge area.

Roll-outs of 5G are still at a relatively early stage in Cambridgeshire and Peterborough, and coverage varies markedly by operator. Connecting Cambridgeshire is facilitating multi-party discussions to facilitate operators' 5G roll-out plans. Three, O2 and EE have some 5G coverage (though not city-wide) in both Cambridge and Peterborough, and Three is actively looking to expand into market towns such as Ely, Huntingdon and

<sup>5</sup> Source: [Connected Nations 2022](#) (Ofcom, December 2022)



St Neots. Vodafone has very little 5G coverage currently in the region but has started to submit planning applications for 5G equipment in Cambridge.

Mobile infrastructure presents significant challenges from a planning perspective, especially in historic areas, given their potential adverse visual impacts and the effect on street clutter. Planners in Cambridgeshire and Peterborough have recently seen a surge in planning applications for new or replacement mobile masts to support 5G roll-outs. In the Greater Cambridge area more than half of such applications (submitted between September 2019 and August 2022) have been refused. There is a clear tension between the need to facilitate rapid roll-outs of new technologies, and the need to preserve the character of our streetscapes.

Current 5G roll-outs are focusing on expanding coverage as widely as possible through the large 'macrocells' served by tall masts or roof-top sites. However, many consider that the full benefits of 5G – in terms of speeds and latency - will only be realised with 'network densification', implementing networks of relatively closely packed 'small cells'. These small cells will typically be located closer to ground level, and may be positioned on street furniture such as street lights and CCTV columns. For future roll-outs of small cells, there is a particular issue in Cambridgeshire in that the street lights are managed under a Private Finance Initiative (PFI) contract; this currently restricts the County Council's ability to offer these assets for other purposes such as hosting mobile infrastructure.

### *Policy Summary*

To facilitate the continuous improvement of mobile infrastructure across the Combined Authority we will continue to:

- Identify areas of inadequate mobile coverage/capacity;
  - Facilitate mobile infrastructure delivery;
  - Encourage the use of council assets for hosting mobile infrastructure;
  - Explore with operators and with Government the options for minimising adverse impacts of mobile infrastructure on our streetscapes; and
- Support the deployment of innovative mobile technologies and use cases.

#### *Policy X.2.1 Identify areas of inadequate mobile coverage/capacity*

While the Shared Rural Network initiative should fill remaining gaps in outdoor coverage of 4G, there are likely to remain pockets where it is not possible to obtain an indoor signal – particularly in South and East Cambridgeshire<sup>6</sup>. Furthermore, given the rapid growth in mobile data usage, capacity issues can cause connectivity problems in areas of particularly high demand density at certain times of day. Drive-testing commissioned by the Connecting Cambridgeshire programme has previously helped to identify such capacity issues – for example at Cambridge Station. The Combined Authority will continue to work with stakeholders to identify areas (including transport corridors) where poor coverage or capacity adversely affects businesses, communities, or travellers, and to liaise with operators to find solutions.

---

<sup>6</sup> As at September 2022, the proportion of premises able to obtain an indoor signal from all four operators was 92% in Cambridge, 90% in Peterborough, 71% in Huntingdonshire, 69% in Fenland, 65% in East Cambridgeshire, and 56% in South Cambridgeshire. Source: [Connected Nations 2022](#) (Ofcom, December 2022)

### *Policy X.2.2 Facilitate mobile infrastructure delivery*

Working with operators and councils/Local Planning Authorities, the Combined Authority will continue to support barrier-busting work facilitating mobile infrastructure delivery, through:

- Identifying and accessing public and private funding to support mobile infrastructure;
- Working with UK5G, Mobile UK and other bodies, continuing to make reliable expert information (from the UK Health Security Agency) readily available to residents and elected Members regarding concerns about health risks associated with 5G;
- Continued collaboration with and learning from other leading areas, such as the West Midlands Combined Authority's WM5G unit, to explore barriers to mobile connectivity in greater depth and to trial and test solutions;
- Specialist telecommunications planning resource to support deployment of both 4G and 5G; and
- Encouraging operators to engage early with the Local Planning Authorities to find the most appropriate solutions for new/upgraded sites, and helping operators to find alternative solutions in cases where planning applications are refused (or are likely to be refused).

### *Policy X.2.3 Encourage the use of council assets for hosting mobile infrastructure*

By offering mobile operators the use of council-owned assets such as building rooftops and street furniture we can both facilitate more rapid roll-outs of new mobile technology and minimise the adverse visual and street clutter impacts of new infrastructure. The Combined Authority will continue to:

- Support councils' development of future management arrangements for street lights, allowing flexibility for these assets to be used for hosting mobile infrastructure;
- Work with the DCMS Digital Connectivity Infrastructure Accelerator (DCIA) pilots and learn lessons from these as to how best to make council-owned assets available for use by the mobile industry;
- Support councils to identify council-owned assets, qualify them for appropriateness for hosting mobile infrastructure, and maintain a well-structured database of these assets; and
- Support the development of commercial models for offering the use of council-owned assets by mobile network operators at predictable and fair prices and terms.

### *Policy X.2.4 Explore with operators and with Government the options for minimising adverse impacts of mobile infrastructure on our streetscapes*

We have recently seen a surge in demand for new masts in support of 5G roll-outs, and the implementation of small cells in the future could further increase the need for mobile infrastructure on our streets. We will seek to minimise the adverse impacts of mobile infrastructure on our streetscapes by supporting work to:

- Collaboratively identify sites that have good access for construction and maintenance, to minimise the impact on the road network of future maintenance activities;

- Explore potential neutral host models through which multiple operators share infrastructure provided by a third party in certain areas;
- Encourage the use of Centralised Radio Access Network (C-RAN) architectures<sup>7</sup>;
- Develop standards with Government for multi-use 'smart poles' which can host a range of functions including street lighting, electric vehicle charging, environmental sensors, small cells and WiFi as well as micro energy generation; and
- Continue to collaborate, learn and share good practice with other UK historic cities in minimising the visual impacts of new mobile infrastructure.

### *Policy X.2.5 Support early deployments of innovative mobile technologies and use cases*

The Combined Authority will support work to:

- Submit funding bids with operators, asset owners and industry for trialling innovative mobile technologies such as small cells;
- Pilot and trial new and innovative solutions to support better connectivity, including 5G use cases (e.g. in visitor economy and social care applications), small cells for 5G deployment, and smart poles; and
- Encourage the development of private 5G networks, including those using 'network slices' of public networks<sup>8</sup>, working with businesses and campuses.

## **Policy theme X.3: Smart infrastructure**

### *Overview*

Advanced data techniques, sensor technology and digital connectivity are creating opportunities to enable the sustainable growth of local economies, create better places and to help address challenges such as moving towards net zero, climate change mitigation and adaptation, and the reduction in transport congestion and air pollution.

Examples of smart 'Internet of Things' (IoT) applications include: monitoring local air quality through a network of pollution sensors; monitoring movement (vehicle, cycling and pedestrian) conditions through sensors and cameras; monitoring flood risk levels through water level sensors; providing travellers with improved real-time public transport information through street signage and mobile apps; helping drivers to find available parking spaces efficiently through smart parking applications; identifying, monitoring and prioritising road potholes through the use of image recognition technology attached to bin lorries; and the use of image recognition and Artificial Intelligence technology to optimise traffic flow through road junctions and to prioritise sustainable travel modes.

---

<sup>7</sup> C-RAN is concept whereby the data processing 'baseband unit' (BBU) functionality for a mobile base station is moved some distance, e.g. kilometres, away from the mast and its 'remote radio head' (RRH) and antennas. The BBU functionality is held in a central location and is connected to several masts by optical fibre 'fronthaul'. This gives cost savings through pooling BBU resources, provides greater flexibility in efficiently managing resources across multiple masts, simplifies intercell coordination, reduces the street clutter associated with base stations, and reduces the power required at cell sites.

<sup>8</sup> 'Network slicing' will become available as mobile network operators implement 5G standards in their core networks, enabling end-to-end '5G standalone' functionality. This allows multiple virtualised logical networks to be supported on the same physical network infrastructure. Each network slice is an end-to-end network tailored to meet the specific requirements for a particular application (e.g. for bandwidth, latency and service level guarantees).

Various types of connectivity are used to support such technologies. While fibre may be required in some cases, for example where real-time video information needs to be transferred, many types of sensors generate relatively small amounts of data and have only modest requirements for bandwidth and latency. For the latter, wireless-based low power wide area networks (LPWANs) can be a cost-effective solution – with wide coverage areas, and low power consumptions that allow batteries for remote sensors to last for ten years or more before being changed. Leading types of LPWAN include LoRa which uses unlicensed radio spectrum, and the technologies based on mobile network operators' licensed spectrum: NB-IoT and LTE-M. Each type of LPWAN technology has its own pros and cons.

While sensors and connectivity can provide data, this only creates value when it is effectively *shared* with the people and organisations to which it is relevant. Where such information is intended for end users such as travellers, it is vital for it to be up-to-date, reliable and very easily accessible.

### *Policy Summary*

To improve the exploitation of smart technologies across the Combined Authority we will continue work to:

- Support the roll-out of LPWAN infrastructure for IoT applications;
- Facilitate the sharing of data from IoT applications;
- Support trials and pilots of promising new smart technologies; and
- Support the implementation of proven smart technologies at scale, to improve the sustainability of the transport system.

#### *Policy X.3.1 Support the roll-out of LPWAN infrastructure for IoT applications*

LoRa networks using unlicensed spectrum have already been deployed in Cambridge, Ely, South Cambridgeshire and St Neots. LPWAN services are also available from mobile network operators, using their licensed spectrum, such as NB-IoT (Vodafone) and LTE-M (O2). The Combined Authority will support work with district councils to extend the coverage of the LoRa network, and will support the market in the roll out of LPWAN technologies.

#### *Policy X.3.2 Facilitate the sharing of data from IoT applications*

With councils and the Greater Cambridge Partnership we will support the development of a data hub which allows effective sharing of IoT data between public sector organisations and with businesses and communities.

#### *Policy X.3.3 Support trials and pilots of promising new smart technologies*

The Combined Authority will support work with councils, utilities, Highways England, businesses and educational institutions to obtain funding for and implement trials and pilots of promising smart technologies, including sensor technology applications using the LoRa network, analysis of sensor data to address process inefficiencies and reveal sustainability opportunities, and applications for improving the sustainability of the transport system. Areas such as the new city district planned for North East Cambridge have the potential to act as compelling showcases for the provision and trials of smart infrastructure.

### *Policy X.3.4 Support the implementation of proven smart technologies at scale, to improve the sustainability of the transport system*

Following trials and pilots we will work with partners to ensure that proven smart technologies are implemented at a scale that makes a material impact, in particular on the sustainability of the transport system. The initial focus will be on working with the Greater Cambridge Partnership to deliver its Smart Workstream, but the Combined Authority will support smart implementations throughout Cambridgeshire and Peterborough.

## **Policy theme X.4: Digital adoption, access and inclusion**

### *Overview*

ONS reports<sup>9</sup> that the proportion of UK households with internet access had reached 96% by early 2020, and the proportion of adults who had used the internet in the previous three months was 95%. With Covid-19 lockdowns prompting a surge in demand for laptop and tablet computers and much greater use of online video calls for keeping in touch with friends and family, it is likely that the levels of household internet penetration will have improved further over the last couple of years – an assumption supported by Ofcom data<sup>10</sup> which shows that the total number of fixed broadband lines in Cambridgeshire and Peterborough increased by about 23,000 (8%) between 2019 and 2022.

However, digital exclusion is still a real issue for a variety of reasons, and the pandemic brought this into sharp focus. For example, many schoolchildren in low-income households found it difficult to access online education during lockdowns – whether through a lack of appropriate devices, through a lack of appropriate workspace in the home, through a reluctance to use up mobile data (where the household only had mobile connectivity), through a lack of fixed or mobile connectivity at home, or through parents lacking the confidence or skills to help their children access online resources.

There are challenges around social housing. Historically, levels of internet access for social housing residents have been below average, largely due to lower household incomes. Furthermore, operators can face difficulties in reaching agreement with Registered Social Landlords (RSLs) for the physical installations required for gigabit-capable broadband services, leaving residents with a limited choice of broadband options. Issues include: wayleaves and access; complex ownership models; and the capacity of housing associations to engage in the technical and legal steps required. Telecommunications providers can also find it difficult to find an appropriate point of contact within RSLs, and Government-funded connectivity vouchers are oriented towards owner occupiers rather than tenants.

In health and social care, digital technology is becoming ever more important in reducing the stresses on the system. Telecare is helping to keep people living independently in their own homes for longer, and telehealth applications are increasingly used to help monitor and manage chronic conditions in an ageing population. There is a potential issue over the next few years as BT and Virgin Media are looking to migrate their voice services off the traditional Public Switched Telephone

<sup>9</sup> Source: [Internet Access Households and Individuals](#) (ONS, August 2020)

<sup>10</sup> Source: [Connected Nations 2019](#) and [Connected Nations 2022](#) (Ofcom, December 2019 and December 2022 )

Network onto their digital platforms by December 2025 ('PSTN switch-off'). This brings a risk of service disruption and/or confusion or worry for some telecare users, as older types of equipment may need to be unplugged from the landline and reconnected via an adapter into a router. There are also some concerns over continuity of telecare and voice services in the event of a power cut (not an issue with traditional landlines as they are fed with remote power from the exchange).

To generate positive economic impacts from the availability of improved broadband and mobile infrastructure, it will be key for Cambridgeshire and Peterborough businesses to take up and effectively *exploit* applications enabled by this improved connectivity. This can be a struggle for SMEs, which sometimes lack the resources or expertise necessary to optimise their use of digital technology - for example, in setting up appropriate equipment for the hybrid meetings<sup>11</sup> that have become more common over the last couple of years.

### *Policy Summary*

To help reduce digital exclusion and improve the exploitation of digital technology for socio-economic benefit the Combined Authority will support activity to:

- Develop and raise awareness of digital inclusion opportunities;
- Extend the availability of public access WiFi;
- Work with stakeholders to improve digital connectivity in social housing;
- Work with partners to minimise disruption associated with PSTN switch-off, and the proposed withdrawal of 3G mobile services; and
- Support SMEs' adoption of digital technology.

#### *Policy X.4.1 Develop and raise awareness of digital inclusion opportunities*

A variety of initiatives already exist to promote digital inclusion, such as the work of Cambridgeshire Digital Partnership, Cambridge Online, Good Things Foundation, and industry-led initiatives such as the cheaper 'social tariffs' offered by broadband providers to households in receipt of certain benefits. The Combined Authority will continue to support work with councils and other relevant stakeholders to ensure that people are signposted to relevant digital inclusion activities as appropriate. Through the Connecting Cambridgeshire programme a digital inclusion roadmap will be developed, and targeted digital inclusion activities across Cambridgeshire and Peterborough will be supported and developed.

#### *Policy X.4.2 Extend the availability of public access WiFi*

Free-to-use public WiFi can play an important role in helping to ensure that as many people as possible have access to digital connectivity, as well as supporting struggling high streets as part of the economic recovery from the Covid-19 pandemic. Working with councils we will support work to:

- Investigate opportunities and funding to further expand the CambWifi services into more locations across Cambridgeshire and Peterborough;
- Consolidate existing public access Wifi services by broadcasting CambWifi in as many locations as possible;

---

<sup>11</sup> That is, meetings with some in-person attendees and some remote attendees. Making such meetings work effectively can be much more challenging than it is for meetings which are all-in-person or all-remote. The success or otherwise of hybrid meetings may have a material effect on the extent to which businesses continue to support remote working.

- Publicise logon information and the locations where CambWifi is available to ensure that as many people as possible benefit from the service; and
- Monitor the usage of CambWifi, and ensure that the service continues to provide a high quality service as user volumes and data traffic increase.

#### *Policy X.4.3 Work with stakeholders to improve digital connectivity in social housing*

Some local councils which operate their own housing stock have been able to address this issue for their properties. For example, Cambridge City Council has recently devised and implemented a standard 'bulk' wayleaves scheme for their properties, which has resulted in a marked increase in access to full-fibre provision for tenants. However, only a small proportion of social housing across Cambridgeshire and Peterborough is overseen directly by local councils and therefore a wider approach is needed to resolve the current issues. The Combined Authority will continue to support work with RSLs to explore the issues that affect digital connectivity for social housing, and to develop approaches to resolve these issues.

#### *Policy X.4.4 Work with partners to minimise disruption associated with PSTN switch-off, and the proposed withdrawal of 3G mobile services which is expected to have a disproportionate impact on the more vulnerable and disadvantaged groups in the area*

The Combined Authority will support work with councils, service providers and other stakeholders across the public, private and community sectors to:

- Ensure there is widespread awareness of the plans for the PSTN switch-off and 3G service withdrawal and an understanding of the impact for existing usage.
- Ensure that users particularly affected by PSTN switch-off (e.g. those with devices such as telecare equipment or intruder alarms plugged into landlines) are provided with timely information on how to maintain their services; and
- Ensure that council-provided Lifeline services continue to work reliably for all users after PSTN switch-off, and that users are appropriately supported in making any changes necessary to their equipment's connectivity.

#### *Policy X.4.5 Support SMEs' adoption of digital technology*

Recognising that successful implementation by businesses of digital technology has substantial impacts on productivity and on sustainability (including reducing the need to travel), the Combined Authority will work with partners to secure funding for programmes supporting digital adoption by SMEs – building on the success of programmes such as the EPSRC-funded Digital Manufacturing on a Shoestring programme, and the ERDF-funded Digital Technology Grants.







**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No: 2.2

## Bus Strategy

To:	Transport and Infrastructure Committee
Meeting Date:	15 March 2023
Public report:	Yes
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
From:	Neal Byers, Transport Consultant (Bus Expertise)
Key decision:	No
Forward Plan ref:	N/A
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"><li>a) Note the outcome of the public consultation and support for the Bus Strategy;</li><li>b) Recommend that the Combined Authority Board approve the Bus Strategy</li><li>c) Recommend that the Combined Authority Board agree to obtaining competitive quotes for three replacement local bus contracts and award contracts, using pre-determined criteria, for the period ending March 2024; and</li><li>d) Recommend that the Combined Authority delegate to the Executive Director for Place and connectivity in consultation with the Monitoring Officer and Chief Financial Officer, authority to tender and procure for further local bus services subject to there being approved funding.</li></ul>

Voting arrangements: Recommendation a) is not Noting therefore no vote is required.  
For recommendation b - d) a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

# 1 Purpose

- 1.1 The Combined Authority has been working with partners to develop a Bus Strategy. The Bus Strategy is a strategy document within the Local Transport and Connectivity Plan documentation suite and sets out the policies and high-level approach to transform the bus network and peoples experience of travelling by bus.
- 1.2 The Bus Strategy was published in draft for consultation with the public. The consultation closed on 24th February 2023 and this paper sets out the results of the consultation, any changes to the consulted Bus Strategy and recommends the Bus Strategy for approval by the Combined Authority Board.

# 2 Background

- 2.1 Overview of the Bus Strategy
- 2.2 The Bus Strategy aims to set out an ambitious vision and strategy to improve our bus network in a way that will benefit the residents and businesses of our region, and to deliver the goals and objectives of the Combined Authority's Local Transport and Connectivity Plan.
- 2.3 The purpose of the Bus Strategy is not to examine detailed, granular issues around specific routes and services; more to outline the key, strategic aims, objectives, and aspirations of the Combined Authority to enable us to bid for further funding and shape the network to meet the needs of the people of the region.
- 2.4 The core ambition of the Bus Strategy is to double bus patronage (based on 2019/20 levels) by 2030. This is underpinned by ambitions to make bus services convenient, attractive, and easy to use.
- 2.5
- 2.6 Summary of the Public Consultation feedback
- 2.7 The public consultation ran from 13<sup>th</sup> January to 24<sup>th</sup> February and was published on the CPCA website. CPCA officers have engaged with local authority partners, bus operators, councillors, and other interest groups to promote engagement with the consultation.
- 2.8 The full set of feedback has been assessed and presented in Appendix 1 to this report. The following set out the key findings and themes of the public consultation:
  - 1017 responses were received through the online survey and 16 responses via other channels. Responses were provided from across the CPCA geography. The responses came from local authorities, community or business groups, bus operators and people living in the area. 96% of the responses were from people who live in the area.
  - Over 80% of the responses agreed or strongly agreed with the Vision of the Bus Strategy. 9% disagreed or strongly disagreed. The disagreements where often supported by statements that the vision needs to go further, or frustration with the current situation.

- The key themes of the positive and negative comments reflect the purpose of the strategy: Reliability, lack of services, the need for integration, and the price of fares were consistent and strong messages from the consultation.
- The response to the aims of the Bus Strategy were further supported, with 85% of responses agreeing or strongly agreeing with the aims. 7% of respondents disagreed or strongly disagreed with the aims.
- The key themes of the comments reflect an eagerness to see the detail of how the aims will be achieved. While the Bus Strategy is not intended to include this detail, the feedback reflects the need to further develop the Bus Service Improvement Plan and other Bus related programmes to show how the strategy can be realised.
- Again the four main principles were highly supported, with 79% agreeing or strongly agreeing. 9% of respondents disagreed or strongly disagreed.
- As with the vision and aims, the comments reflected a need to see progress toward the principles. While the Strategy sets a medium-term approach, the responses are more focused on the immediate challenges and improvements to service.
- When asked to rank the priorities within the strategy the feedback highlighted having an integrated network and services and serving rural areas as the top two priorities. Delighting Customers was the lowest priority, which reflects the focus of respondents on having the network in place first.

**2.9** Based on feedback from consultation, the Bus Strategy has updated as a final version to include the summary of the consultation and emerging themes.

2.10 The final Bus Strategy is attached as Appendix 2 to this report and is presented as the final version for approval. The documents have been well received and provides the policy framework for CPCA and its partners to demonstrate the link between the LTCP and the importance bus-related programmes which need to be undertaken. The Bus Strategy will enable CPCA to clearly show how the programme of work links back to the strategy. The strategy will also help to demonstrate to external funders that there is a joined-up strategy for buses and across transport modes.

### **Bus Services: Routes 46 and 15**

2.11 A2B Travel Group Ltd has notified the Combined Authority that they are surrendering two bus routes/services. These are Route 46 that operates once a week between Linton and Newmarket, and Route 15 that operates once a week between Haslingfield and Royston. The Transport and Infrastructure Committee are asked to recommend to the Combined Authority Board to proceed with obtaining quotes for two replacement local bus contracts and award a contract using pre-determined criteria for nine months. This will align with the Network Review that will be delivered to the November 2023 Committee and Combined Authority Board meetings.

### **Bus Services: Route 61 and 61X**

2.12 Whippet notified the Combined Authority that they were surrendering Route 61/61X (Eynesbury Tesco - St Neots Circular). Officers have explored whether it would be possible to utilise an existing contract, Ting, but it has been decided that there is insufficient capacity on that service to cater for the additional customers and provide the desired service to more rural areas. Due to the time limitations, an ODN was agreed, and the Combined Authority will be obtaining quotes for a replacement service and subsequently awarding the contract using pre-determined criteria. This will initially be a 5-month contract to provide certainty to the

community in the short term.

## **Future unplanned service withdrawals**

2.13 The operational management of local bus contracts requires officers to respond to notifications to surrender contracts within a 70-day notice period. This time period is defined nationally by the Traffic Commissioner and is designed to enable operators and local authorities to manage change to the network. Unplanned network changes, such as those included in this paper, can be managed through the delegation of operational decisions within the agreed MTFP and revenue budget. A decision to delegate operational decisions will help ensure that tenders to replace services which are being withdrawn can be undertaken in time and ensure there is no gap in the provision of local bus services.

## **Significant Implications**

### **3 Financial Implications**

3.1 The proposal to endorse the Bus Strategy will set the policy framework for future recommendations which are designed to enhance bus service and peoples experience of the bus. These subsequent recommendations will be project or policy specific, and each will highlight the associated Financial Implications.

3.2 The existing annual costs are £5,148.00 for Route 15, £7,620.60 for Route 46 and £107,214.48 for Route 61/61X. There remains funding within the MTFP and revenue budget to continue to support these services at the current contract price. Any impact on budget would be assessed as part of the tender exercise.

### **4 Legal Implications**

4.1 The Bus Strategy is a mode specific sub-strategy of the Local Transport and Connectivity Plan, which is a statutory document. While there is no statutory requirement to prepare a Bus Strategy the documents do need to align in terms of policy ambition. The proposal to endorse the Bus Strategy will set the policy framework for future recommendations which are designed to enhance bus service and peoples experience of the bus. These subsequent recommendations will be project or policy specific, and each will highlight the associated Legal Implications.

### **5 Public Health Implications**

5.1 There is no significant Public Health Implications of the decision to recommend the Bus Strategy for endorsement. Future implications of schemes to deliver the Bus Strategy will be presented to the committee as required.

### **6 Environmental and Climate Change Implications**

6.1 The recommendations of this paper set out an overarching ambition to have a positive impact on the environment and climate change. The proposal to endorse the Bus Strategy will set the policy framework for future recommendations which are designed to enhance bus service and peoples experience of the bus. These subsequent recommendations will be project or policy

6.2 specific, with the aim to reduce vehicle kilometres and double bus patronage.

## 7 Other Significant Implications

7.1 There are no other significant implications of the decision to recommend the Bus Strategy for endorsement. Future implications of schemes to deliver the Bus Strategy will be presented to the committee as required.

## 8 Appendices

8.1 Appendix 1 – Draft Bus Strategy

8.2 Appendix 2 – Summary of consultation responses

## 9 Background Papers

None



# Bus Strategy

March 2023

# Contents

Introduction .....	3
Setting the Scene.....	4
Background to the Bus Strategy.....	6
Supporting Policy .....	7
A Bus Strategy for Cambridgeshire and Peterborough - Vision .....	10
Bus Strategy - Aims .....	11
Delivering the Bus Strategy.....	12
Bus Strategy – An integrated, coherent network linking people to the places they want to get to.....	13
Bus Strategy – Bus services for rural areas .....	14
Bus Strategy – Getting to places quickly and on time.....	15
Bus Strategy – Value for money and simple, integrated ticketing .....	15
Bus Strategy – Information and getting the message out .....	15
Bus Strategy – Delighting customers .....	16
Bus Strategy – Buses that people want to get on .....	16





## Introduction

The Cambridgeshire and Peterborough area is an economically successful, innovative, and desirable place to live and work. However, our success and recent growth brings challenges, including pressure on our transport network, a need to tackle emissions locally, and contribute to the wider climate challenge response. And, in some parts of our area, people feel disconnected from the opportunities that exist in the wider region.

Public consultations show that people want to see good public transport services, as these will benefit them personally and their communities. Whilst the Covid-19 pandemic has changed travel behaviour, we know that the bus offers the opportunity to make an important contribution to the way the region functions.

Local partners have acknowledged a climate change emergency and we need to reduce carbon emissions, tackle traffic congestion and improve air quality. An Independent Commission on Climate highlighted the need to reduce car miles in our region by 15% by 2030, advocating a switch to using public transport, walking, and cycling. The Cambridgeshire and Peterborough Combined Authority has agreed this target.

Local authorities are making pledges to become carbon neutral. Promoting zero carbon transport means rethinking our transport systems and how we travel, with greater emphasis on buses, pedestrians, and cyclists. We need to transform public transport, making it more attractive, such that it provides a real alternative to the car.

Our ambition is to see Cambridgeshire and Peterborough at the forefront of excellent public transport provision. Therefore, we aim to transform bus travel – offering high levels of convenience and connectivity – not just in our urban areas, but across the entire region, including rural areas and market towns; something not seen on such a scale anywhere else in the UK. We want to deliver a fully integrated bus network, serving the needs of the Cambridgeshire and Peterborough area. We want to make journeys quicker, cheaper, and more reliable, delivering attractive, environmentally friendly services across our area. To do that, we need to improve the whole journey, ensuring off-bus infrastructure and services complement the on-bus travel experience. We want to totally

transform the image of bus travel, so that people feel good about using buses.

Better bus services will benefit everyone. They will provide easier access to education, training and employment opportunities, as well as the ability to reach a wider range of shopping and leisure facilities. Equally, they will provide a real alternative to using the car.

In using the bus, people will be championing a response to the climate emergency and the achievement of a fairer society.

The Cambridgeshire and Peterborough Bus Strategy has been prepared by Cambridgeshire and Peterborough Combined Authority (CPCA). It sets out the ways in which we want to make bus travel more convenient, very attractive and easy to use, such that it becomes the obvious way to make a journey. This means improving every aspect of the current service, building on the strong foundations already in place, including the Busway, Cambridge Park & Ride, and demand responsive TING service.

This strategy sets out the main principles of how we will achieve our ambition and more than double bus patronage by 2030. More details of how we will deliver and fund this are set out in our Bus Service Improvement Plan (BSIP), reflecting our response to the National Bus Strategy: Bus Back Better, published in 2021. Our Strategy and BSIP will be regularly reviewed to reflect changing circumstances and to push continuous improvement.

The Cambridgeshire and Peterborough Combined Authority is committed to working with Government to deliver on our collective ambition, a London-style network across our geography.

## Setting the Scene

Since 1986, bus operators have decided what services to run, including the routes, timetables and fares charged. Local authorities can pay operators to run other additional services that would not otherwise be provided. Currently, the Combined Authority spends **£14.4M** on the provision of such services across the region, of which over **90%** is funded by Cambridgeshire County Council and Peterborough City Council. Local Highway Authorities are responsible for providing bus priority measures, bus stop infrastructure, Park & Ride sites, and the Busway. The Cambridgeshire and Peterborough bus network has generally declined over the period since 1986, although areas of partnership including the Cambridgeshire Busway and Cambridge Park & Ride network have delivered improvements.

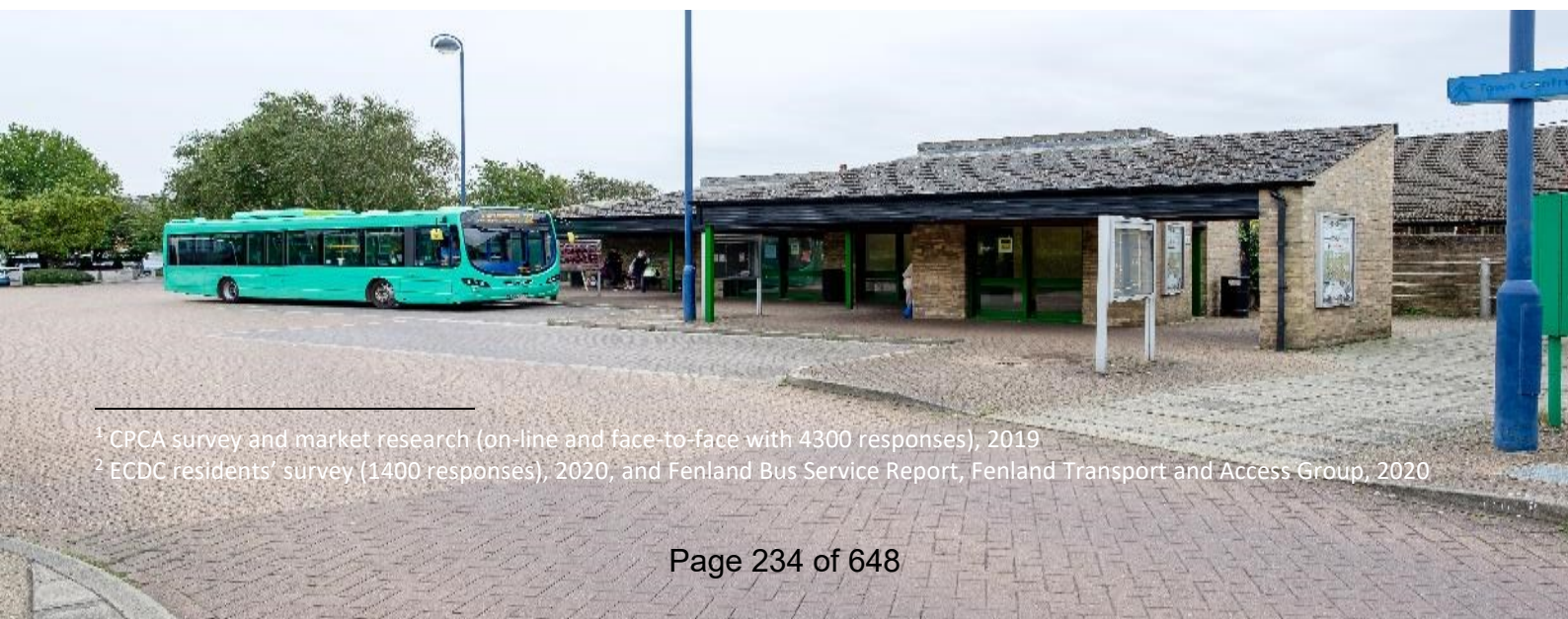
The Combined Authority was established to champion sustainable economic growth across our region and the Mayor has additional powers for bus services, including the ability to assume control of the bus network, under certain conditions, through a franchising scheme (similar to the bus operation in London).

CPCA has already consulted on a new Local Transport and Connectivity Plan (LTCP). This Bus Strategy is a supporting document to the LTCP and reflects the ambition to reduce traffic and emissions and provide a much more sustainable transport network that benefits everyone.

We have already taken some positive steps to support bus services in the region. **£500K** has been invested in the Busway and Park & Ride provision. Recently, a new demand responsive service, 'TING', was launched in rural West Huntingdonshire.

- Bus services do not offer a practical option for many journeys because they are not available, do not go to the right places at suitable times, or are too infrequent.
- They may not be co-ordinated to connect with other services and are perceived as being unreliable and offering no advantage over the private car.
- Considered expensive by many and not value for money.
- The attractiveness of bus travel is hampered by inadequate information, difficult to understand timetables, complex fares, and variable standards of services.
- Poor reliability – 65% of bus users want to see more reliable bus services, followed by more frequent services and faster bus journey times.
- Inconvenience – 58% of non-bus users cited inconvenience as the reason for not using the bus, seeing cars as a faster and cheaper way to travel.

Market research suggests a desire to see bus service improvements, with 80% of survey respondents (bus and non-bus users) showing support.<sup>1</sup> Bus users want to see greater reliability and less disruption on the road network, more frequent services connecting more places and more co-ordination, with services joining up better in terms of service timings, connections, and fares. In more rural areas, there is particular desire to see buses linking more places, more often, including evenings and Sundays.<sup>2</sup> Non-bus users support wider range of improvements, including more frequent services, quicker journey times, more services connecting places, greater integration, and good value fares.



<sup>1</sup> CPCA survey and market research (on-line and face-to-face with 4300 responses), 2019

<sup>2</sup> ECDC residents' survey (1400 responses), 2020, and Fenland Bus Service Report, Fenland Transport and Access Group, 2020

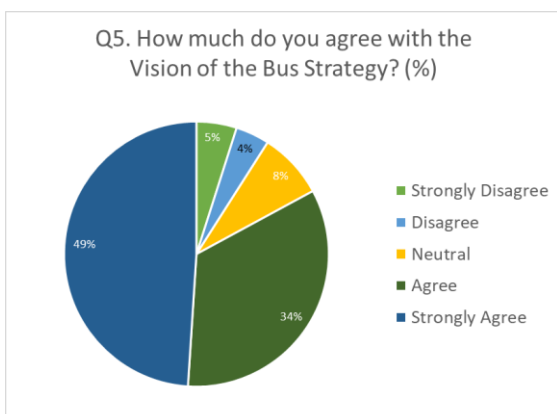
# Response to the Bus Strategy Public Consultation



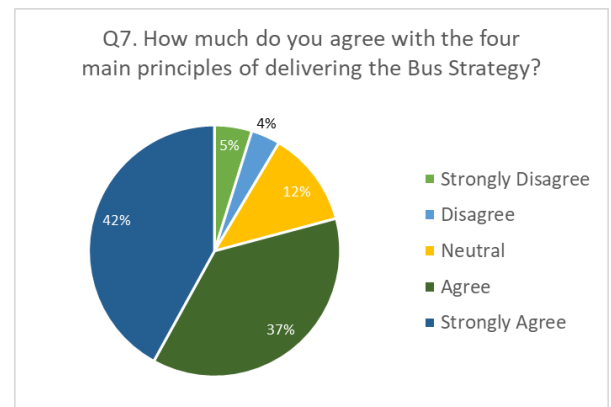
A public consultation on the draft Bus Strategy ran from 13th January 2023 to 24th February 2023 and was published on the CPCA website. CPCA officers have engaged with local authority partners, bus operators, councillors, and other interest groups to promote engagement with the consultation.

The following sets out the key findings and themes of the public consultation:

- 1017 responses were received through the online survey and 16 responses via other channels. Responses were provided from across the CPCA geography. The responses came from local authorities, community or business groups, bus operators and people living in the area. 96% of the responses were from people who live in the area.
- Over 80% of the responses agreed or strongly agreed with the Vision of the Bus Strategy. 9% disagreed or strongly disagreed.
- The key themes from both the positive and negative comments reflect the importance of the strategy. The themes focused on reliability, lack of services, the need for integration, and the price of fares.



- The response to the aims of the Bus Strategy were further supported, with 85% of responses agreeing or strongly agreeing with the aims. 7% of respondents disagreed or strongly disagreed with the aims.
- The key themes of the comments reflect an eagerness to see the detail of how the aims will be achieved. While the Bus Strategy is not intended to include this detail, the feedback reflects the need to further develop the Bus Service Improvement Plan and other Bus related programmes to show how the strategy can be realised.



- Again the four main principles were highly supported, with 79% agreeing or strongly agreeing. 9% of respondents disagreed or strongly disagreed.
- As with the vision and aims, the comments reflected a need to see tangible progress toward the principles.
- Overall, the comments did not result in material changes to the draft Bus Strategy. The consultation responses emphasised the importance of developing programmes of work which can demonstrate and deliver real change to the bus services in the short and medium term.

The Bus Strategy has been well received and provides the policy framework for CPCA and its partners to demonstrate the link between the Local Transport and Connectivity Plan and bus-related programmes which need to be undertaken. The strategy will also help to demonstrate to external funders that there is a joined-up strategy for buses and across transport modes.

# Background to the Bus Strategy



## The story so far

In 2018, the Combined Authority commissioned an extensive review of all aspects of bus service delivery, examining the current state of play, drawing on engagement with stakeholders and operators, evidence, and data. It took a close look at the different elements of the network, including city services, Park & Ride, Busway, inter-urban and rural services. It highlighted the pressures and constraints on each element and explored potential options and opportunities, including fares and ticketing, information, and bus infrastructure.

The review highlighted the underperformance of the bus network and the challenges it faced, particularly declining usage and commercial viability, poor image, unreliability, and inconsistent levels of service.

Seeing the need for a new approach, the Combined Authority agreed to use its powers under the Bus Services Act 2017 to consider different options, including the possibility of Bus Franchising. A notice of intent to undertake an assessment of Bus Franchising was published on 9 May 2019. In late 2019, extensive market research and stakeholder engagement took place to get a clear picture of what bus users and non-users wanted from the bus network. There was a desire for improvement, which was translated into a 'Vision for Bus', adopted by the authority in May 2020. This set out a desire for a world class bus network.

Consideration of bus franchising continued during 2020-21, but it was clear that the bus market was suffering greatly from the effects of the COVID-19 pandemic. Such uncertainty made it necessary to stall these considerations.

In response to the publication of the National Bus Strategy in 2021, the Combined Authority

prepared a Bus Service Improvement Plan (BSIP) and submitted this to the Department for Transport. Given the uncertainties around the local bus market and inability to pursue bus franchising at that point, the BSIP did not attract Government funding. However, in a separate bid to the Government's ZEBRA scheme, funding was received towards the provision of 30 battery electric buses for Cambridge that will enter service in 2023.

The landscape for bus provision across the region has changed markedly over the last couple of years, giving a need to revisit the strategy for taking the bus network forward. There are significant challenges – lower patronage, cuts in commercially-viable services and increasing unreliability due to traffic and driver shortages. Meanwhile, the ambitions for what the bus network needs to achieve are growing, as set out in the National Bus Strategy and locally through the new Local Transport and Connectivity Plan and Greater Cambridge Partnership's plans to dramatically boost bus provision and in parallel cut private vehicle travel by 15%. Achieving this will see bus patronage more than double, compared to 2019 levels, with some 60-75 million passenger journeys anticipated. Whilst some of this will be met by spare capacity, the implication is that there will need to be a significant uplift in bus provision, with more buses operating overall and for longer each day.

This Bus Strategy sets the scene for the way ahead – to transform the bus network through clear and decisive actions – to benefit all.

# Supporting Policy

This Bus Strategy fully reflects wider national and local policy aspirations.

Government published its **National Bus Strategy: Bus Back Better** in March 2021, setting out an ambitious vision for significant improvements to bus services to return usage to pre-COVID levels and then to build patronage further. It wants to see services that are:

- 🌀 **More frequent**, with turn-up-and-go services on major routes and feeder or demand-responsive services to lower-density places.
- 🌀 **Faster and more reliable**, with bus priority wherever necessary and where there is room.
- 🌀 Cheaper, with more low, flat fares in towns and cities, lower point-to-point fares elsewhere, and more daily price capping everywhere.
- 🌀 **More comprehensive**, with overprovision on a few corridors reduced to boost provision elsewhere and better services in the evenings and weekends, not necessarily with conventional buses.
- 🌀 **Easier to understand**, with simpler routes, common numbering, co-ordinated timetable change dates, good publicity, and comprehensive information online.
- 🌀 **Easier to use**, with common tickets, passes and daily capping across all operators, simpler fares, contactless payment, and protection of bus stations.
- 🌀 **Better integrated** with other modes and each other, including more bus-rail interchange and integration and inter-bus transfers.

Locally, CPCA has developed a **Local Transport and Connectivity Plan (LTCP)**, which aims for a transport system that:

- 🌀 Is accessible and efficient for everyone
- 🌀 Increases the ability to access good jobs, travel to health appointments and access opportunities to improve life chances
- 🌀 Is affordable to use
- 🌀 Addresses pollution that adversely impacts on people's quality of life and health

It responds directly to the Independent Commission on Climate's findings that the region experiences transport emissions that are 50% higher than the UK average, reflecting higher levels of traffic. In response, it recommended a reduction in car miles driven by 15% by 2030, advocating a switch to public transport and active travel modes. It recognised that this would require significantly better public transport services with greater connectedness.

The Plan links to a variety of other plans and strategies, a number of which highlight the need for improved public transport. The Employment and Skills Strategy notes the need for better public transport connectivity to improve access to colleges and universities and to ensure that travel costs are more affordable for young people.

The LTCP vision is of:

---

***“A transport network that secures a future in which the region and its people can thrive.”***

---

This will be achieved by investing in a joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, safe, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for the region's nationally important and innovative economy.

Excellent public transport will support the achievement of the goals and objectives of the LTCP.

 <b>Productivity</b> Giving both employers and people the means to achieve more of their potential, making them more efficient and innovative to create more prosperity	
<b>Housing</b> – support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	Easier to develop areas that are built around good public transport rather than the car. Bus offers a flexible way to meet the needs of new and growing communities
<b>Business and tourism</b> – ensure all our region’s businesses and tourist attractions are connected sustainably to our transport hubs, ports, and airports	Buses can connect communities to key destinations for the benefit of everyone
<b>Employment</b> – connect all new and existing communities sustainably, so all residents can easily access a good job within 30 minutes by public transport, spreading the region’s prosperity	Buses can be routed and timed to meet the needs of employees. They are ideal for the provision of collective travel to key destinations, lessening the impact of travel peaks
<b>Resilience</b> – build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	Bus routes and levels of service can be varied at short notice to adapt to changing needs and demands. Dedicated priority measures allow bus journey times to be competitive and for services to run reliably
 <b>Connectivity</b> – people and communities are brought closer together, giving more opportunity for work, education, leisure, and pleasure	
<b>Accessibility</b> – promote social inclusion through the provision of a sustainable transport network that is affordable and accessible to all	Buses can provide transport for all, both those with no alternative and those who would like to choose an alternative to the car
<b>Digital</b> – communities are digitally connected; innovative technologies are supported and there is improved connectivity and mobility across the region	Travel by bus offers the opportunity to stay digitally connected whilst on the move and for people to do other things whilst travelling
 <b>Health</b> – improved health and wellbeing, enabled through better connectivity, greater access to healthier journeys and lifestyles, delivering stronger, fairer, more resilient communities	
<b>Health and wellbeing</b> – provide ‘healthy streets and high-quality public realm that puts people first and promotes active lifestyles	Buses offer a more efficient use of road space, giving streets back to communities. Public transport is central to the provision of sustainable travel options and more active lifestyles. Collective travel provides a greater sense of belonging and community
<b>Air quality</b> – ensure transport initiatives improve air quality standards across the region, exceeding good practice standards	Zero emission buses help to improve air quality. Use of bus reduces other traffic and its harmful impacts
 <b>Safety</b> – to prevent all harm by reducing risk and enabling people to use the transport system with confidence	
<b>Safety</b> – embed a safe systems approach into all planning and transport operations to achieve ‘Vision Zero’ – zero fatalities and serious injuries	Buses offer a safe form of transport, allowing stress-free travel
 <b>Environment</b> – protecting and improving our green spaces and improving nature with a well-planned and good quality transport network	
<b>Environment</b> – deliver a transport network that protects and enhances our natural, historic, and built environments	More bus travel and fewer cars means that less space is needed for roads and car parks
 <b>Climate</b> – successfully and fairly reducing emissions to ‘net zero’ by 2050	
<b>Climate change</b> – reduce emissions to ‘net zero’ by 2050 to minimise the impact of transport and travel on climate change	Zero emission buses contribute to the achievement of net zero. Use of bus reduces other traffic and its harmful impacts

The Combined Authority's Mayor sees **compassion, community, and collaboration** at the heart of what the authority does to serve the region's population. Provision of a successful bus network is characterised by these facets. It contributes to a fairer and equal society, benefits everyone, brings people together and requires collaboration to make it work efficiently and effectively.

The LTCP sets out the clear need for a comprehensive and excellent bus network to tackle car dependency and encourage a shift away from car use to public transport use. Accessible, affordable, reliable, and frequent public transport will be a crucial part of realising the vision. New services will be needed to better connect people to education, jobs, and facilities.

Large-scale investment in bus services across the whole area will be needed. In rural areas, this will focus on providing greater connectivity and availability. In the Cambridge area, where the aim is to reduce traffic levels in the city by 10-15% on 2011 levels in order to improve journey times and reduce pollution, it will be ensuring that services are suitably attractive to current car users.

Other local strategies set out in the LTCP support making improvements to public transport, including more connectivity, increased frequencies, and greater availability.

The LTCP will be developed further in the light of consultation responses and adopted in 2023.

## Case Study – Excel First

Excel – First has developed an 83-mile-long service that links Peterborough and Norwich every thirty minutes via a series of important market towns across the broad plains of East Anglia. Regularly refreshed and updated, the Excel service uses high-spec double-deckers run a service that is fast, reliable, and highly regarded by passengers – it has also become a successful alternative to the Beeching-cut Peterborough – Wisbech – Kings Lynn rail service, and operates via Peterborough rail station to provide onward bus-rail connections.



# A Bus Strategy for Cambridgeshire and Peterborough - Vision



**The vision is for a comprehensive network of bus services across Cambridgeshire and Peterborough that people find convenient, easy to use, reliable and good value for money, that is inclusive and offers a viable alternative to the car.**

We want to create a more connected region, which will encourage active and sustainable travel, improve health and wellbeing, and reduce private vehicle journeys.



Success in achieving the vision will mean more travel by bus and less reliance on car travel. This in turn will help us maintain economic growth, care for the environment and improve quality of life.

To realise the vision, this Strategy seeks to achieve the following:

- A comprehensive bus network, better connecting people to places across all parts of the region and beyond.
- Buses are part of a fully integrated and planned transport system.
- A more affordable network, with simplified fares and capping across the network.
- A transition to new, low emission vehicles, providing all the benefits of modern bus travel.
- A more understandable bus network, services, and fares, with clear information at all stages of a journey and easy ticketing.
- Faster and more punctual journeys by bus, delivered with more, effective bus priority measures.
- High quality passenger waiting facilities.
- Good quality services with high levels of satisfaction amongst customers.
- A doubling of bus passengers (based on 2019/20 levels) by 2030.
- Less traffic and congestion by attracting car users to buses.
- Better bus infrastructure, including bus shelters and widespread real time information coverage.

Achieving these outcomes will rely on the delivery of a programme of evidence-based interventions across the Cambridgeshire and Peterborough geography. Bold decisions will be needed, backed by a steady, consistent and determined approach to delivering a better bus network for all. Significant capital and revenue funding sources will need to be identified from various sources to realise our ambition.



# Bus Strategy - Aims



The Bus Strategy aims to set out how bus services will be improved to deliver the goals and objectives of the Combined Authority’s Local Transport and Connectivity Plan and Greater Cambridge Partnership’s transformation of the public transport network, as part of its City Access programme.

The aim of the Bus Strategy is to pave the way for a bus network that is convenient, attractive, and easy to use, characterised by the following attributes:

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">CONVENIENT</p>	<ul style="list-style-type: none"> <li>• Routes connecting to places and activities that people want to get to.</li> <li>• Services are available in all areas.</li> <li>• Direct routes with little deviation.</li> <li>• Frequent services with limited waiting time in-between.</li> <li>• Services are available all day and into the evening, every day.</li> <li>• Range of tickets to meet different needs.</li> </ul>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">ATTRACTIVE</p>	<ul style="list-style-type: none"> <li>• The network is simple and easy to understand.</li> <li>• Buses have a great public image, and everyone likes using them.</li> <li>• Services can be relied upon and run to time, without delay.</li> <li>• Cost of using a bus is considered good value for money, with targeted fares offers that incentivise some groups.</li> <li>• Buses run direct and quick.</li> <li>• Buses are clean, comfortable, and pleasant to ride on.</li> <li>• Services are well marketed and there is plenty of clear information in a range of formats, available via different media.</li> <li>• Waiting environments are attractive, offer seating and information, and people feel safe using them.</li> <li>• Pleasant and helpful drivers, able to assist when needed.</li> <li>• Zero emission buses, offering a quiet and smooth ride.</li> </ul>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">EASY</p>	<ul style="list-style-type: none"> <li>• A single understandable network that functions as one, with connecting services, branding, and system-wide ticketing.</li> <li>• Ability for people to transfer between bus and other travel modes (walk, cycle, e-scooter, car, coach, train).</li> <li>• A clear service offer, backed by a Passenger Charter.</li> <li>• Buses run at regular time intervals and with consistent frequencies.</li> <li>• Stable services with minimal changes, removing uncertainty and confusion.</li> <li>• Simple fares with payment through a range of methods.</li> <li>• A system that is accessible and can be used by all.</li> <li>• Plenty of information is readily available.</li> </ul>

# Delivering the Bus Strategy

Four main principles underpin our approach to delivering the bus service improvements in this Strategy:

## 1. Achieving a continuous cycle of passenger growth and service improvement

An injection of investment into the bus network will allow improvements, such as more frequent services or the ability to reach new destinations. Better services will attract more passengers and, therefore, increase fares revenue, improving the viability of services. Ultimately, this provides the funds for further improvements, with the planning of services aimed at meeting unmet demands.

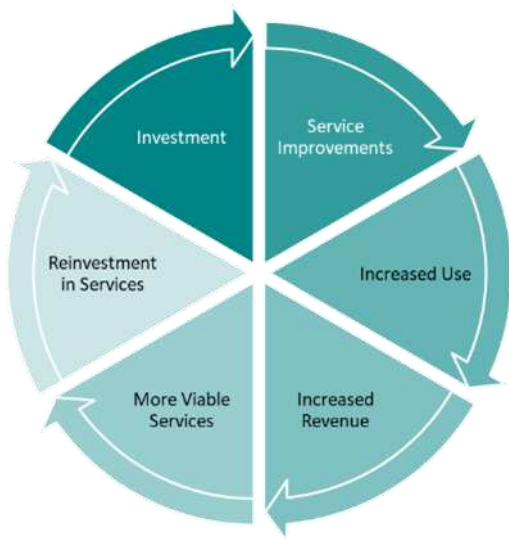


Figure 1. Creating a virtuous circle for our bus services



Figure 2. Volume growth gives ability to invest and expand

Specific interventions, such as bus priority measures can help accelerate this cycle. They can speed up buses, so they offer passengers quicker journey times. Also, they reduce bus operating costs. The combination of more revenue and lower costs improves viability and provides monies for reinvestment.

## 2. Using the best operational model of provision to achieve the necessary step change in the most effective way

We believe that bus franchising could be the best way of delivering a modern, integrated transport system across Cambridgeshire and Peterborough with a fully accessible, low emission, bus network providing affordable, inclusive, and integrated travel opportunities.

Bus services are currently provided within a deregulated environment. Commercial operators decide what routes and timetables they are going to offer and the fares they will charge. Where services do not exist or are considered deficient, the Combined Authority can seek to contract with operators and subsidise the provision of additional services.

Recognising that the fully deregulated provision of bus services does not work, the Government’s National Bus Strategy required areas to introduce Enhanced Partnerships. These involve local authorities and bus operators working in partnership to jointly improve bus services. Enhanced Partnership Plans and Schemes set out how the bus network will be improved, including legally binding commitments by the authority to provide facilities and measures; in return, operators commit to service improvements, such as newer buses. Through such partnerships, authorities gain more influence of the network, although operators still operate within a deregulated environment.

Locally, there are concerns that the current approach does not deliver the best service for the whole Cambridgeshire and Peterborough region. Therefore, the Combined Authority is currently assessing whether introducing bus franchising would be beneficial. This would mean that the Combined Authority would specify all routes, timetables and ticketing arrangements, inviting bus operators to tender for contracts to operate those services.

Franchising itself will not deliver new or improved services, greater reliability, or lower fares. These can only be achieved through increased investment in the network. However, what franchising could offer is greater network stability and local authority control over the design and delivery of an improved network of services with a sense of a single, integrated system and identity.

There is a set process for the assessment of franchising, which has a number of stages. If franchising is considered to an appropriate way forward, it would be subject to public consultation in 2023.

### 3. Partnership

Delivering an effective and attractive public transport service will rely on different parties working together from the private, public and voluntary sectors. Central to this will be the Bus Operator Forum, which brings together authorities, operators, and different stakeholders.

It will be important for all local authorities to work together, as each has the ability to help realise the strategy in different ways, including the management of highways and local parking policies and management.

The overall ambition is for better bus services. These may be provided by a range of different operators, both large and small. Equally, they might be run by the commercial or voluntary sectors, or even by the authority itself. Regardless of how or who runs the services, the network will be seen as a single entity, promoted, and delivered as one.

### 4. Integration

Whilst the Bus Strategy is all about the public bus network, it is intended that this be provided in the most effective and efficient way. The comprehensive and extensive nature of the bus network will mean that it should be able to cater for many different needs, including pupils going to school and patients attending hospital appointments. Therefore, the network will be planned to co-ordinate with those other more specialist types of transport, with the aim of achieving economies of scale and best use of all vehicle resources.

## Bus Strategy – An integrated, coherent network linking people to the places they want to get to

The foundation of the Strategy is the transformation of the bus network to offer more buses to more places. The comprehensive network will comprise:

- Services radiating out in all directions from Cambridge and Peterborough to market towns and villages. Some of these will offer more direct routes with fewer stops, making journeys faster.
- City services within Cambridge and Peterborough, including orbital routes offering direct links to peripheral employment and education sites.
- Services connecting market towns.
- Other local services in rural areas, including flexible services that run on demand with app booking, and community-based transport using minibuses and volunteer cars.

This coordinated, planned network will offer levels of connectivity across the region that have never existed before. The simplicity of the network and consistent levels of service will be important in helping everyone understand and use it. Different types of services will run at frequencies shown in the table below, with all services operating at least once an hour. The most frequent will run every 6 minutes. All services will run from early morning through to the evening and on 7 days per week. The intention is to create a network that offers a real alternative to the car.

Wherever possible, measures will be put in place to prioritise road space for buses, or provide new dedicated infrastructure for buses to use, so they can travel unhindered and quickly, ensuring punctual services that people can rely on. Not only will this give faster journeys for passengers, but it also means more efficient use of buses and drivers, allowing more services to be offered with the same resources.

The successful Park & Ride that has served Cambridge well for many years, will continue. However, the more comprehensive overall bus network will mean that more people will be able to make their whole journey by bus, rather than having to drive to a Park & Ride site and change.

## Case Study – Cambridgeshire Busway

16 miles of reserved track stretch from St Ives in the north west to Addenbrookes and Trumpington south of Cambridge. With 18 new guided buses refreshing the fleet at the start of 2020, including a dozen unique three axle 100-seater double-deckers to deal with peak loadings and reduce standees, the Busway, largely running on reserved track at steady 56mph, contributes considerably to reducing congestion along the A14 corridor and around the Addenbrookes Biomedical campus. It is a BRT system that exploits all the best features of guided busways.

It is also intended to maximise use of the Busway, with very frequent services, with links from surrounding areas connecting to it.

The density of services and high frequency will make connections between routes easy to make and with minimal waiting time. This will open up travel opportunities to even more destinations, aided by the ability to use one ticket for the whole journey. Less frequent services will be timed to connect with one another at designated interchange points, where pleasant waiting facilities will be provided for passengers.

In areas of diverse and limited demand, demand responsive services will offer the flexibility to make journeys between any points within travel zones, also linking to hubs for interchange with main line bus routes.

The bus network will be integrated with local walk and cycle networks, and cycle parking provided at key bus stops and interchanges.

## Bus Strategy – Bus services for rural areas

The ability to reach a range of facilities and services quickly and easily is important for people living in rural areas. This requires a more comprehensive bus network to be put in place, offering links to, from and between more places. Equally, services will be sufficiently frequent and run as directly as feasible.

Dispersed travel demands and sparse population mean that it may not always be appropriate to run conventional fixed route bus services. Therefore, other types of services, including demand responsive and community transport provision will be part of the solution. Furthermore, efficiency in the operation of services will be achieved by integrating different travel requirements, including education, social care, and health transport.

## Case Study - TING

This innovative wide area demand responsive transport scheme uses four vehicles to maintain an anywhere-to-anywhere bus link in real time across 360 sq. km of west Huntingdonshire. The three conventional bus services in this area (each running 1 – 4 round trips daily) are to be merged into the Ting service by registering significant turn-up-and-go flows as part of the DRT offering to create better journey aggregation and reduce expenditure. This service directly supports our Vision for Bus, giving access for everyone to quick and easy travel. As part of its tender renewal after 12 months of trial operation, two of the vehicles to be used will be new electric minibuses.



## Bus Strategy – Getting to places quickly and on time

Buses need to be able to run without hold-ups and unhindered by traffic. The overall aim of reducing other traffic on the road system, through different measures, will help buses. However, more will need to be done. Therefore, every bus route will be assessed to identify specific measures that will help buses run faster and more efficiently. Measures including bus lanes, traffic signal priority for buses and introducing restrictions on parking or loading will be considered. Furthermore, traffic restraint measures will be explored to discourage private transport use and encourage people to swap to the bus. In the Cambridge area, the possibility of road charging measures is currently being considered.

Working with constituent authorities, processes will be put in place to better manage roadworks and temporary road closures, to minimise any impact on bus services and passengers.

Working with planning authorities, steps will be taken to encourage new development on existing public transport routes and to provide infrastructure that facilitates efficient bus service provision and encourages bus use.

## Bus Strategy – Value for money and simple, integrated ticketing

Whilst regular users of buses often consider bus fares to represent reasonable value for money, particularly where attractive day or season tickets exist, non-users perceive bus travel to be costly. Clearly, cost and ticketing can be a barrier to using the bus. Therefore, simple fares and ticketing system play a crucial part in making bus use attractive.

Just one ticket range will be made available, allowing travel on any bus, providing ease of use and flexibility. Tickets will include single, day, week, month and year, along with bundles, such as 10 tickets for use over a 1-month period. One fare will apply for a journey, even when a change of bus is involved.

Payment will be available on-bus (cash or contactless) or via app, with payment automatically capped to offer the best ticket deal, providing the cheapest travel option.

Recognising that young people up to 25 years are dependent on buses, but equally have low incomes, they will be offered discounted fares to bridge the transition from child to adult fares.

## Bus Strategy – Information and getting the message out

The comprehensive network of bus services will be promoted as a single, joined up system. There will be a one source of information about all routes, times and tickets, regardless of different operators running services. A simple identifiable brand will be used across the region's bus network and on all information. Simplicity of the information will be aided by the easily understood network and regular timetables. Clear, comprehensive information will be provided on-line, via app, in printed form and at bus stops, including real time displays indicating when the next bus is due. There will be strong marketing campaigns encouraging bus use via a range of media, including targeted communications aimed at particular groups of potential users.

Information will be available before and during travel, in a range of formats,

helping people to plan their journeys and be informed about other details on the way. On-bus audio-visual displays will provide information on journey progress, next stops, delays and other information, such as connections with other services at points ahead.

## Bus Strategy – Delighting customers

Travel by bus will be pleasant and comfortable. Passengers will feel safe at all stages of their journeys.

Buses will offer design features that delight customers, including the ability to move around the bus, sit in comfort and have a clear view out of the windows. USB charging will be available at all seats. All buses will be equipped with on-bus CCTV.

Drivers will be trained in smooth driving and customer care.

The desire is for bus stops and the walking routes to them to be well maintained and lit. Where feasible, CCTV will be provided. Bus stops will, wherever possible, have shelters, along with seating and information displays. Stops will be kept clear of other vehicles, allowing buses to pull up right at the kerb, enabling easy access on to

and off buses. Bus stations and interchanges will be enlarged to accommodate more buses and will offer safe and pleasant waiting environments for customers.

Surveys will be undertaken regularly to measure customer satisfaction with different aspects of the bus network, identifying potential areas for improvement.

## Bus Strategy – Buses that people want to get on

Buses make efficient use of road space. A bus can carry the same number of people as up to 70 cars. Modern diesel engines mean much lower emissions and introduction of zero emission electric buses will make for a very clean, smooth and quiet way of travelling.

The aim is for a new, modern fleet of zero emission buses to run services across the region. These will also provide a high standard of comfort for customers, in terms of décor, lighting, temperature and seating.

New bus depots will be established to provide suitable electric charging facilities for the fleet, as well as excellent vehicle maintenance and cleaning facilities and staff accommodation.

### Case Study – Electric Buses

The first two electric double-deckers arrived in December 2019 for trial running whilst our successful ZEBRA bid was compiled. The successful bid is now being actioned and will replace all the Park & Ride buses with thirty zero emission double-deckers in Spring 2023. These will dramatically cut NOx and particulates in Cambridge City Centre. By operating many short journeys in the core, they will maximise the benefits of the vehicles in our Air Quality Management Zone.





**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

# Draft Bus Strategy Consultation Analysis

February 2023



## Version History

Revision Number	Revision Date	Nature of Revision	Created by by	Reviewed by	Approved by
1.0	Feb 23	Draft Results			



## 1 Purpose

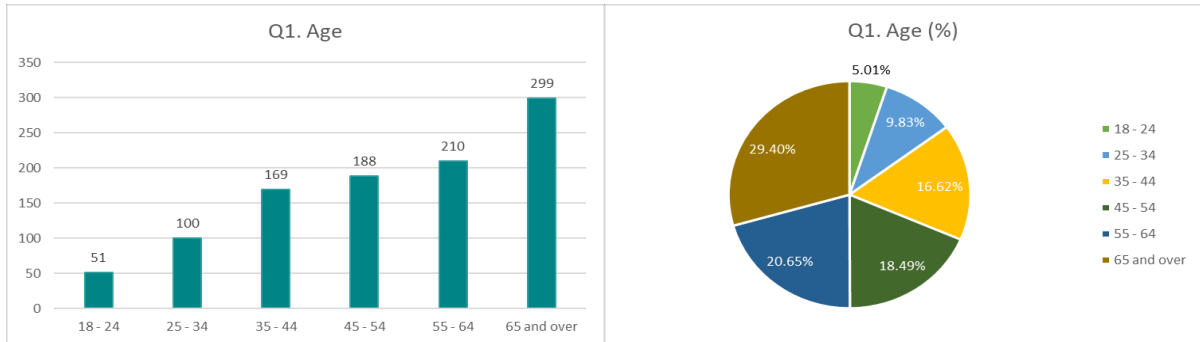
- 1.1 The purpose of this report is to provide analysis on the Draft Bus Strategy Consultation. Each question will be separated and the detailed analysis will be provided in each section.

## 2 Background

- 2.1 Cambridgeshire and Peterborough Combined Authority has been working with partners to develop a Bus Strategy. The Bus Strategy is a daughter document to the Local Transport and Connectivity Plan. The Bus Strategy sets out the policies and high-level approach to transform the bus network and peoples experience of travelling by bus.
- 2.2 The Bus Strategy was published in draft for consultation with the public. The consultation closed on 24<sup>th</sup> February 2023.
- 2.3 We received 1017 responses through the online survey and 16 responses via other channels.

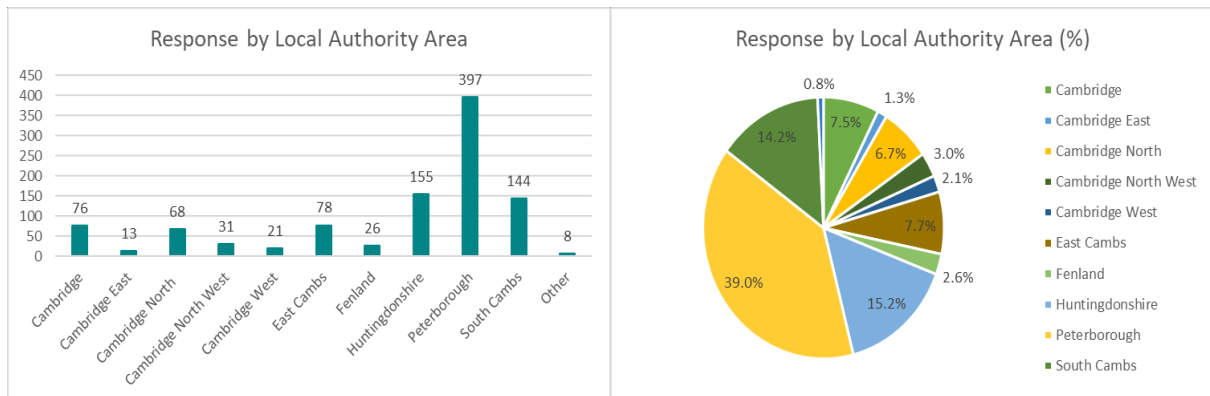
### 3 Analysis

#### Q1 – Age



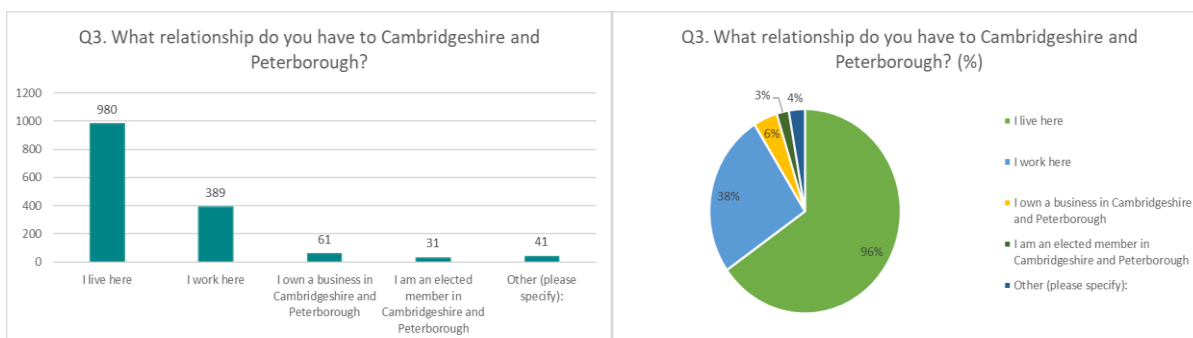
Response	Number	Percentage
18 - 24	51	5.0%
25 - 34	100	9.4%
35 - 44	169	16.6%
45 - 54	188	18.5%
55 - 64	210	20.7%
65 and over	299	29.4%

Q2. First part of your postcode e.g. CB1



Local Authority	Number	Percentage
Cambridge	76	7.5%
Cambridge East	13	1.3%
Cambridge North	68	6.7%
Cambridge North West	31	3.0%
Cambridge West	21	2.1%
East Cambs	78	7.7%
Fenland	26	2.6%
Huntingdonshire	155	15.2%
Peterborough	397	39.0%
South Cambs	144	14.2%
Other	8	0.8%

### Q3. What relationship do you have to Cambridgeshire and Peterborough? (You can select more than one option)

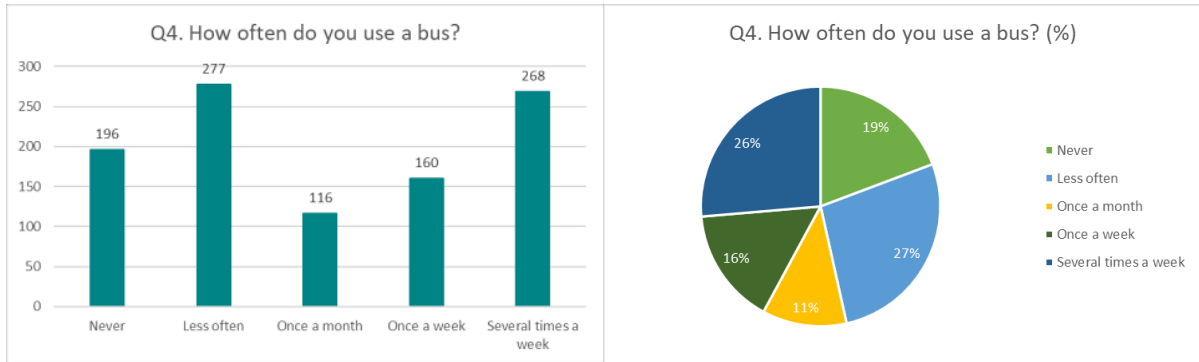


Response	Number	Percentage
I live here	980	96%
I work here	389	38%
I own a business in Cambridgeshire and Peterborough	61	6%
I am an elected member in Cambridgeshire and Peterborough	31	3%
Other (please specify):	41	4%

### Other Relationships to Cambridgeshire and Peterborough

- Parish Councillor
- Elected Member for Cambridgeshire
- Parish Councillor
- Children are at school here
- Parish Council
- Parish Councillor
- I am a former Parish and District Councillor
- I am a Parish councillor
- I work for Bruntwood SciTech whom own Mebourn Science Park
- In a village near Peterborough
- I have family here
- Medical services
- Shop
- Study in Peterborough
- Visit family
- Family
- Family friends
- school
- Volunteer at Ferry Meadows
- I was born here
- I have family there
- Wider family also live here
- Parish Clerk
- Parish Council
- my child goes to school in Cambridge
- Founder - Hunts Walking & Cycling Group
- I operate bus services on behalf of CPCA
- Business
- My family live here
- Hilton Parish Council
- Both my partner need to go to local hospitals fairly regularly
- Family and aim to return to work in the region
- Chairman of Horningsea Parish Council
- Peterborough City Council response
- Response From Cambridge Living Streets Group
- Lived in Peterborough for 40 years and now Crowland for 17 years. Elderly parents have lived in Peterborough for 65 years
- Family
- And, I am a Carer for family who do not live with me.
- I worked in public transport research many years ago
- I am a student here.
- Is Cambridgeshire and Peterborough an entity?

Q4. How often do you use a bus?

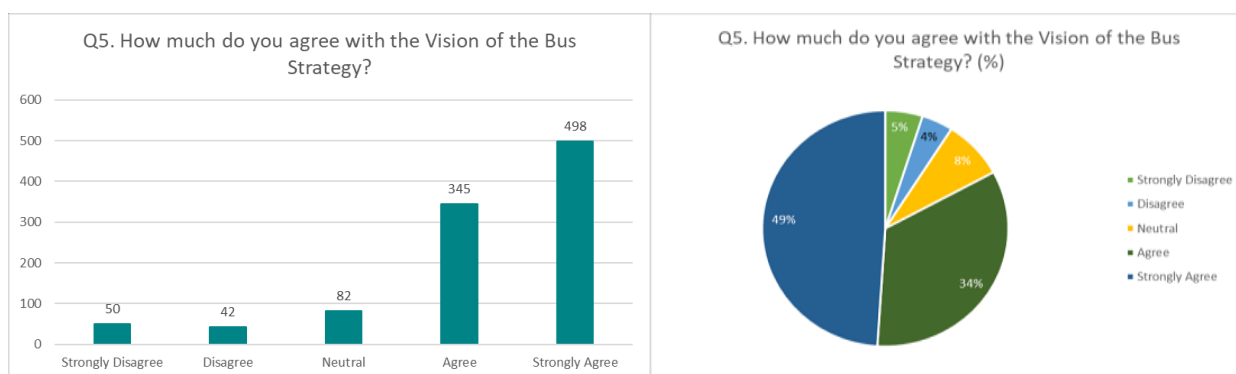


Response	Number	Percentage
Never	196	19%
Less often	277	27%
Once a month	116	11%
Once a week	160	16%
Several times a week	268	26%

## Q5. How much do you agree with the Vision of the Bus Strategy?

### VISION OF BUS STRATEGY

- A comprehensive bus network, better connecting people to places across all parts of the region and beyond.
- Buses are part of a fully integrated and planned transport system.
- A more affordable network, with simplified fares and capping across the network.
- A transition to new, low emission vehicles, providing all the benefits of modern bus travel.
- A more understandable bus network, services, and fares, with clear information at all stages of a journeys and easy ticketing.
- Faster and more punctual journeys by bus, delivered with more, effective bus priority measures.
- High quality passenger waiting facilities.
- Good quality services with high levels of satisfaction amongst customers.
- A doubling of bus passengers (based on 2019/20 levels) by 2030.
- Less traffic and congestion by attracting car users to buses.
- Better bus infrastructure, including bus shelters and widespread real time information coverage.



Response	Number	Percentage
Strongly Disagree	50	5%
Disagree	42	4%
Neutral	82	8%
Agree	345	34%
Strongly Agree	498	49%

Please explain why, if you wish, and add any other comments you may have. Responses can be found in Appendix 1a

The most common themes in relation to the this question are

- Bus reliability
- Affordability
- Lack of buses
- Concerns around how the strategy will be implemented
- Requires more ambition

## Q6. How much do you agree with the Aims of the Bus Strategy

### CONVENIENT

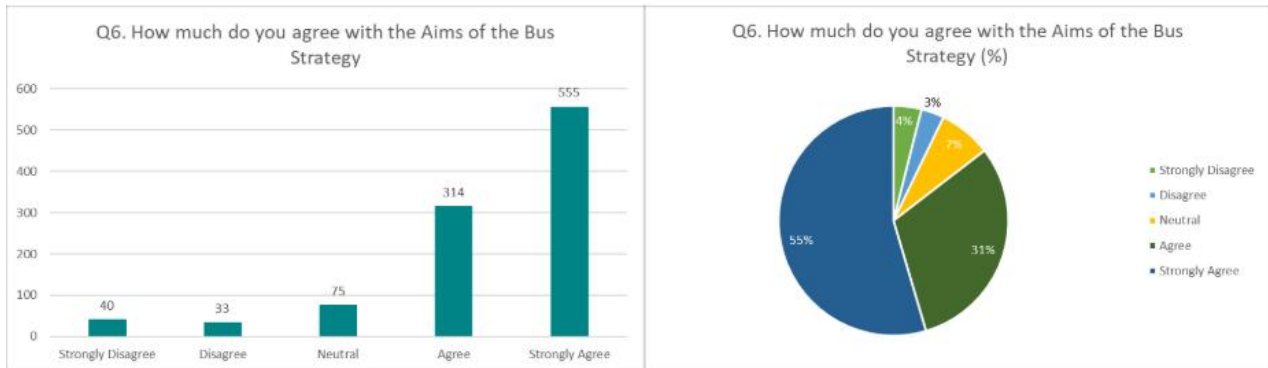
- Routes connecting to places and activities that people want to get to.
- All areas are well served by bus.
- Direct routes with little deviation.
- Frequent services with limited waiting time in-between.
- Services are available all day and into the evening, every day.
- Range of tickets to meet different needs.

### ATTRACTIVE

- The network is simple and easy to understand.
- Buses enjoy a great public image and everyone is happy to use them.
- Services can be relied upon and run to time, without delay.
- Cost of using a bus is considered good value for money, with targeted fares offers that incentivise some groups.
- Buses run direct and quick.
- Buses are clean, comfortable and pleasant to ride on.
- Services are well marketed and there is plenty of clear information in a range of formats, available via different media.
- Waiting environments are attractive, offer seating and information, and people feel safe using them.
- Pleasant and helpful drivers, able to assist when needed.
- Zero emission buses, offering a quiet and smooth ride.
- A network that evolves in response to changing needs and demands

### EASY

- A single understandable network that functions as one, with connecting services, branding and system-wide ticketing.
- Ability for people to transfer between bus and other travel modes (walk, cycle, e-scooter, car, coach, train).
- A clear service offer, backed by a Passenger Charter.
- Buses run at regular time intervals and with consistent frequencies.
- Stable services with minimal changes, removing uncertainty and confusion.
- Simple fares with payment through a range of methods.
- A system that is accessible and can be used by all.
- Plenty of information is readily available.



Response	Number	Percentage
Strongly Disagree	40	4%
Disagree	33	3%
Neutral	75	7%
Agree	314	31%
Strongly Agree	555	55%

Please explain why, if you wish, and add any other comments you may have.  
Responses can be found in Appendix 1b

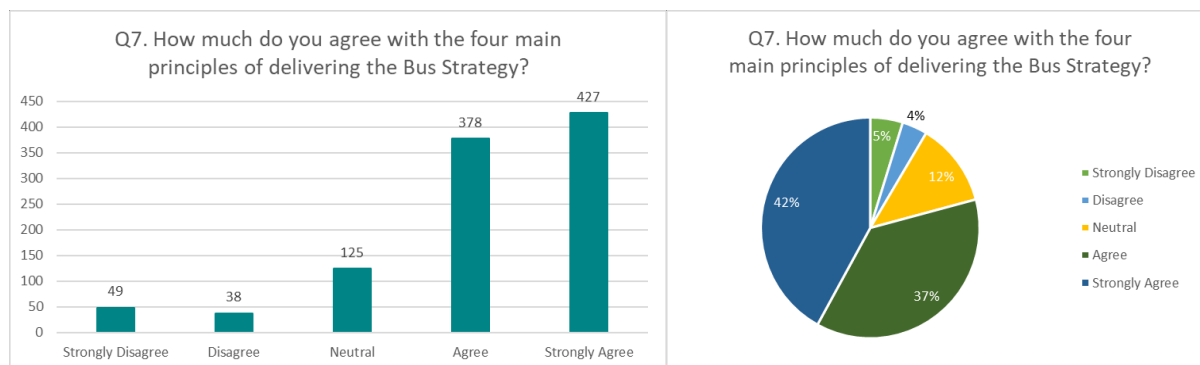
The most common themes in relation to the this question are

- Reliability
- Lack of confidence in implementation
- Affordability
- Where the funding is coming from
- Simple fares and multi operator tickets
- The strategy is not detailed enough and needs clarity and specifics



### Q7. How much do you agree with the four main principles of delivering the Bus Strategy?

1. Achieving a continuous cycle of passenger growth and service improvement
2. Using the best operational model of provision to achieve the necessary step change in the most effective way
3. Partnership
4. Integration



Response	Number	Percentage
Strongly Disagree	49	5%
Disagree	38	4%
Neutral	125	12%
Agree	378	37%
Strongly Agree	427	42%

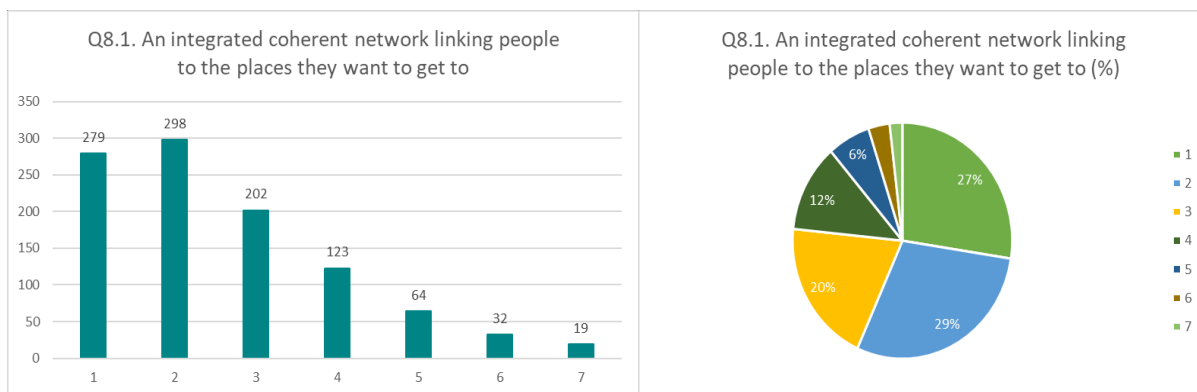
Please explain why, if you wish, and add any other comments you may have.  
Responses can be found in Appendix 1c

The most common themes in relation to this question are:

- The strategy is not detailed enough and needs clarity and specifics
- Lack of confidence in implementation
- Better collaboration between providers
- Better collaboration with other counties
- Concern at lack of bus drivers and retaining current bus drivers

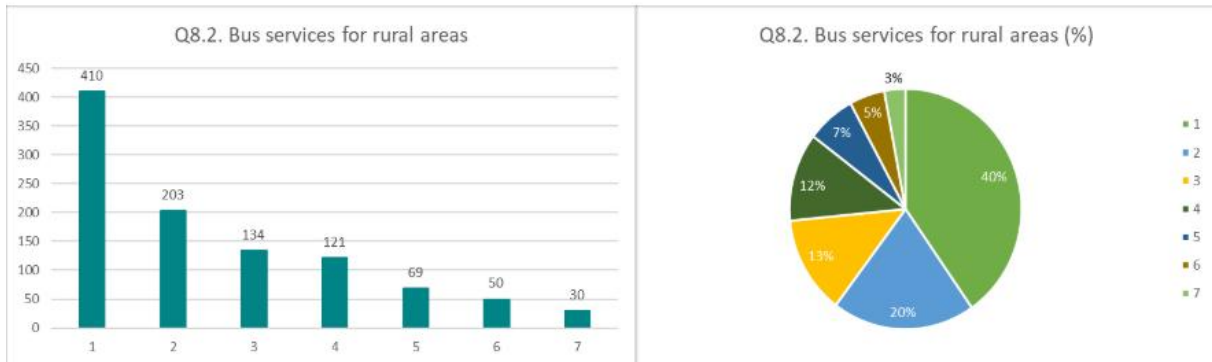
Q8. How would you prioritise our strategies. Please drag and drop the strategies into your preferred priority order, starting with your top priority first, or number them from 1 to 7 using the dropdown boxes, with number 1 being your top priority.

**Q8.1. An integrated coherent network linking people to the places they want to get to**



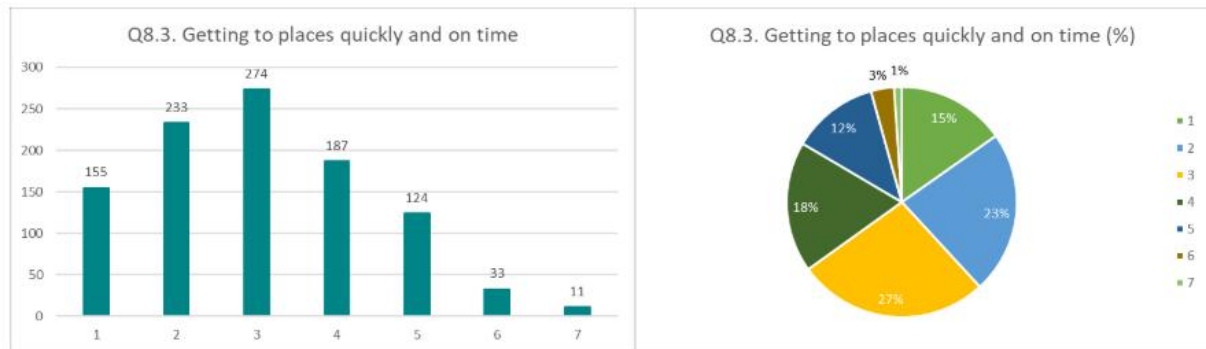
Response	Number	Percentage
1 = top priority	279	27%
2	298	29%
3	202	20%
4	123	12%
5	64	6%
6	32	3%
7	19	2%

### Q8.2. Bus services for rural areas



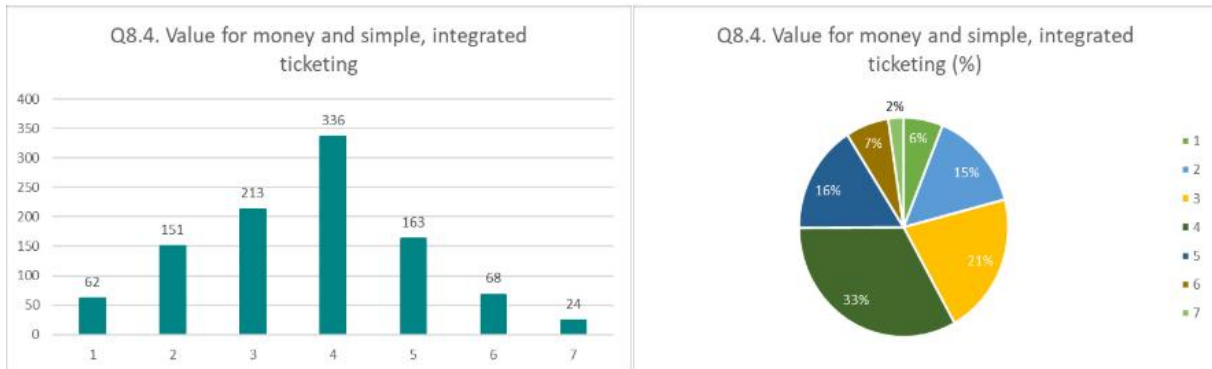
Response	Number	Percentage
1 = top priority	410	40%
2	203	20%
3	134	13%
4	121	12%
5	69	7%
6	50	5%
7	30	3%

### Q8.3. Getting to places quickly and on time



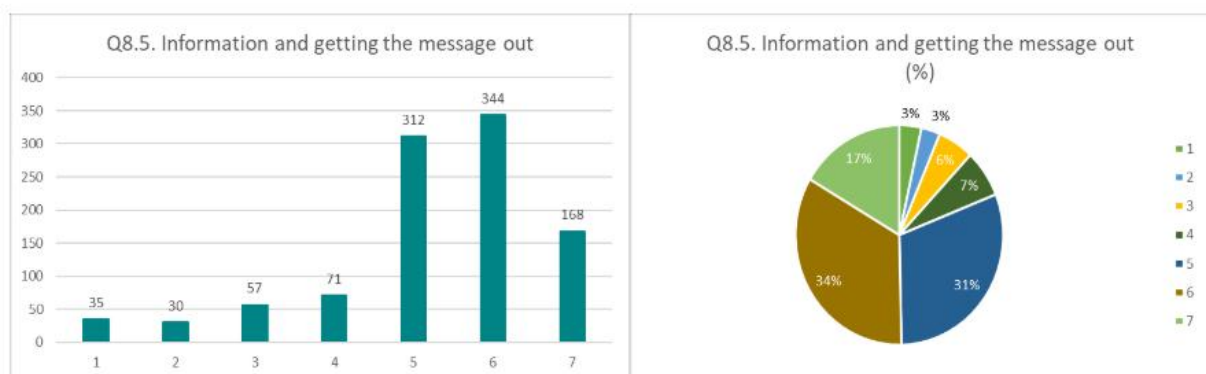
Response	Number	Percentage
1 = top priority	155	15%
2	233	23%
3	274	27%
4	187	18%
5	124	12%
6	33	3%
7	11	1%

### Q8.4. Value for money and simple, integrated ticketing



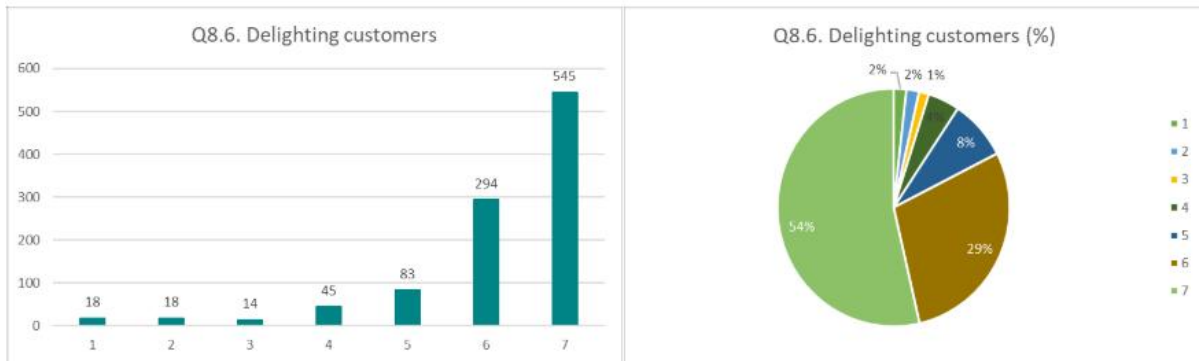
Response	Number	Percentage
1 = top priority	62	6%
2	151	15%
3	213	21%
4	336	33%
5	163	16%
6	68	7%
7	24	2%

### Q8.5. Information and getting the message out



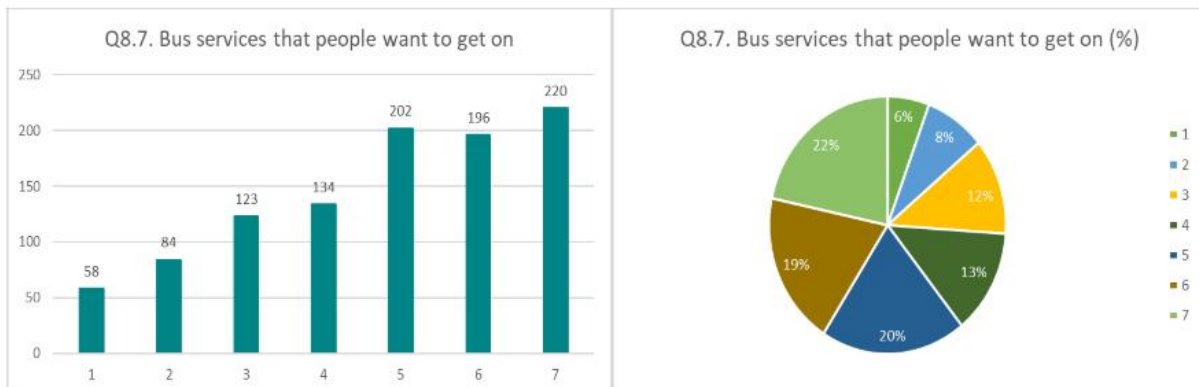
Response	Number	Percentage
1 = top priority	35	3%
2	30	3%
3	57	6%
4	71	7%
5	312	31%
6	344	34%
7	168	17%

### Q8.6. Delighting customers



Response	Number	Percentage
1 = top priority	18	2%
2	18	2%
3	14	1%
4	45	4%
5	83	8%
6	294	29%
7	545	54%

### Q8.7. Bus services that people want to get on



Response	Number	Percentage
1 = top priority	58	6%
2	84	8%
3	123	12%
4	134	13%
5	202	20%
6	196	19%
7	220	22%

**Q8.8. Please explain why, if you wish, and add any other comments you may have**

Responses can be found in Appendix 1d

The most common themes in relation to the this question are

- If some of the priorities are met, this will result in delighting customers
- Bus services for rural areas needs to be improved
- Information is regularly incorrect and needs to show clear journey planning
- Cleanliness of the buses needs to be better
- Reliability
- Reducing isolation by providing better bus services

**Q9. Do you any further comments on the Bus Strategy?**

Responses can be found in Appendix 1e.

## 4 Responses from other avenues

All responses from other avenues can be found in Appendix 2

Response from
Cambridge Biomedical Campus
Cambridge University Hospitals
Cambridgeshire County Council
Bottisham Parish Council
Bruntwood SciTech
Cambridge Ahead
City of Ely Council
Cambridge City Council
South Cambridgeshire District Council
Fenland District Council and Fenland Transport and Access Group
Cambridge and South Cambridgeshire Green Party
Cambridgeshire Sustainable Travel Alliance
East Cambridgeshire District Council
Vectare
Stagecoach East
The Countryside Charity Cambridgeshire and Peterborough

## Appendix 1a: Comments to Q5. How much do you agree with the Vision of the Bus Strategy?



Response Number	Please explain why, if you wish, and add any other comments you may have.
1	Even if the buses (from Bar Hill) aren't very frequent, they need to run later on Friday, Saturday and Sunday nights, else I have to get taxis all the time which are very expensive.
2	Isolation of elderly is a major problem in remote areas
3	And exactly how is this idea being funded....We already have the idiots of the GCP trying to tax the people, An also a suggestion of a 10£ increase on top of next years council tax increase to fund the lack of services
4	This has been needed for a long time. Connecting services for hospital and other forms of transport essential. Reliability has declined over recent years and buses have become unreliable
5	Currently it has been impossible for my Ukrainian guest to get to work in Cambridge reliably on time from my village 4 miles out.
6	Travel information has been lacking since the discontinuation of Peterborough Travel Choice and curtailment of services.
7	Better integration into other forms of public and active transport. I.e. better integration into trains departing Peterborough railway station including integration with departing and arriving services early or later in the day  Provision of quality cycle facilities at major bus stops.
8	I agree that we need better bus services but these should not be seen as an alternative for investing in the regions railways and in particular the reinstatement of the Wisbech to march rail link.
9	Stop faffing about and directly run an affordable and reliable bus service.
10	I feel that this is a good strategy to have, but I, like many people, have a lack of confidence in the combined authority to actually act on the plan and make changes.
11	The principles are good. A reliable service that is cheap, runs often, and also at evenings and weekends would be welcome.
12	there's literally only one bus to isleham. i'm fully reliant on my partner to go anywhere
13	More reliability to timetale.
14	Too many services that are essential for the mobility and independence of others are being removed - particularly those in countryside areas.
15	I agree but it is unrealistic. I currently commute daily using the Whippet X3 but and there are daily cancellations. You promised improvements so many times, it's just not going to happen.
16	I want to drive less. We only have a bus service twice a day. If it was more regular during the day I would use it.
17	There is a need for radical reimagined structures for sustainable transport. This can be achieved with a combined framework for rail bus and foot traffic. Buses that reach rural areas with regular and direct links to rail stations will mean efficient transfer to the city. Reconfigured footpaths that lead from village to station to village may transfer cyclists and pedestrians to the city. This green future can be achieved because warm and comfortable carriages are in place already. At present though, carriages that number too many hurtle through and languish in stations for upto thirty minutes, heated and lit



	for absent passengers. Buses must return to one measure from the past- to stop safely at places other than the assigned. The fares will have to begin with subsidy but with sufficient promotion of the green measures in place, public transport will be enlivened for the public good.
18	Currently have 5 buses a day (each way) to Cambridge and nothing in evening or on Sundays/Bank Holidays. Would be nice to have buses one evening a week/fortnight - businesses are missing out on a lot of trade because of this.
19	I don't think the strategy tackles too major issues: - Bus drivers - recruitment and retention of staff. This is a major issue with the current service, how can we possibly expand the service without enough drivers to run it! - school traffic - not enough thought it being given to this.
20	we need action not surveys
21	Because it is not realistic How do you propose to fund it? Rural areas need access to local facilities not just getting to a major town and back We need to see a proper plan in detail of how you propose this a vision can be very wholly and easily backtracked
22	Pointless, I want to see your objectives, how you will measure them and how you will assess against them using the metrics you've collected. Without them the rest is just happy clappy jobs for the girls.
23	I think the busses need huge improvement and investment. The buses need to be cleaned more and taken care of. We should have a system like London so you can pay contactless or have a bus pass to scan. Makes it easier
24	SHAME THE PARK AND RIDE DOESNT RUN LATER SO WE COULD GO GO TO A SHOW IN THE CITY BUT NOT HAVE TO DRIVE INTO THE CITY
25	Could be more ambitious. A frequent and reliable service to all neighbourhoods and villages in the region.  Buses should be the mode of transport of choice. With so frequent service you don't consider other options, no matter where you live.  The bus routes are designed to connect a range of places, not just all heading into h the centre of city
26	Buses are not inclusive in their current form. They cannot accommodate wheel chair users, mobility scooters and baby buggies at reasonable numbers. Buses cannot take bicycles. Buses, especially if used as single entry/exit are prone to loading and unloading delays. Bus shelters cannot accommodate the number of people waiting, especially in the exposed stops of the busway.  Your strategy is full of errors. As an exame in your case study on the busway it mentions that the buses in the busway travel on a steady 56mph.This is far from the truth if not an absolute lie. Get your facts right. A 7mile route from

	Northstowe to Cambridge takes at best 30-40 mins. A train would do that under 5 minutes...
27	We need a bus service in our village
28	It would encourage me to go out and about more.
29	Because I would like to use the bus - I may not drive for much longer - but it has to be convenient. Needs to be regular, reasonably cheap, reliable, quick and comfortable
30	All seem like sensible goals for a public transport network
31	Low bus fares to attract custom Night buses needed for people who work evenings and nights More frequent evening/night wait time rather than hourly
32	I disagree simply because the rural bus service is incapable of delivering what people need and there is nothing in the strategy that will fix that. Therefore the strategy is inadequate.
33	Some services get very full already at peak times particularly in School time. Need to remember that people working in Cambridge are not just coming from Cambridgeshire and Peterborough but also the other surrounding counties
34	its the right thing to do!
35	The vision is pie-in-the-sky, unachievable
36	Totally in favour of strategy and would use buses every day if they could be relied on to arrive. Policy is great but only of any value if the bus companies deliver
37	Living in a rural village with an infrequent bus service which doesn't run near my house, and the fact that both I and my wife are somewhat disabled, means that the car is the only reasonable option.
38	Providing a decent service is provided I would definitely use it. However, when the guided busway was originally proposed there were meant to be buses from surrounding villages to the busway but this never happened mean8 g we had to use the car to get to the busway!
39	Whilst I agree with these lofty goals, I struggle to see how they can be implemented in a way that helps those who live in the more remote outlying villages. If a journey takes 1hr in the car, it can take 2hrs in a bus from these sorts of places.
40	Desperately need to connect villages to towns to cities
41	As long as there are safe buses to be used by young people to travel to neighbouring villages and towns I agree.
42	Buses are not reliable, and it happened 4 times in a week at the beginning of December 2022 that the bus didn't even show up. I tried to use the coachstage app, but even there the information was wrong. Plus, the price is way too expensive for such a poor service.
43	What we need is a mass transit system strategy and more pertinently a holistic transport strategy...not just taking each mode of transport in isolation.
44	Vision is good use what is now available for example not for profit HACT charity
45	Better connection bus more reliable

46	<p>It does seem ideal Is that possible ? I live in Werrington and to get to the hospital it takes 2 buses and about an hour plus and yet is only a few miles by road I see this as an essential service and I am elderly I would also like to see a bus service from Werrington to town rather than going onto Orton where buses are often delayed Other than that I am happy with the service The Delane buses are on time and clean</p>
47	<p>If services were better I would use them more. I can't see anything improving for Ramsey. Demand responsive and community transport services are fine for shopping, older people etc but not when people need to get to college or work. Ramsey is a market town and transport links should be improved.</p>
48	<p>Too many cars on the roads! Roads are in a disgusting state!</p>
49	<p>I would use the bus more often if it was faster and more frequent. It also needs to be more affordable. Unless all 3 of these things happen, people like me will always choose another option if available. Those without a choice should not be penalised.</p>
50	<p>A bus service in our area is currently almost non existent and as a community we are very car dependant. Education and career opportunities are restricted if you do not drive</p>
51	<p>Because, if you're that confident, WHY HIDE THE OTHER SURVEY THAT PROPOSES A PRECEPT ON COUNCIL TAX BILLS TO PAY FOR TRANSPORT.....conning the public... AGAIN.</p>
52	<p>Agree in principle but please include Wisbech and the whole of Cambridgeshire in your plans- not just a 15 mile radius of Cambridge</p>
53	<p>We need a more reliable bus service, with earlier starts in some places plus direct routes to places like Addenbrookes which in some cases would bypass going into the city centre to change busses which we are forced to do now</p>
54	<p>We have bus stops but no buses to stop at them. We need buses back in operation through villages. Our village does not have any now.</p>
55	<p>I would like to use buses more but find the current infrastructure inconvenient and hard to navigate.</p>
56	<p>I agree with most of the strategy: buses have to be reliable as we base important aspects of our lives on them (bringing a kid to school, going to work at very specific times). If once or twice the bus is not coming when it is supposed to, then the trust is over and you force people to take cars and alternative arrangements. I do not agree however with the introduction of charges for cars, especially for those who live in Cambridge who might actually need cars for very different reasons that might not impact the traffic in the city centre or in the busier areas.</p>
57	<p>Bus journeys will always be longer than car journeys due the routes they need to take getting to the villages. Carrying shopping on the bus is inconvenient especially if the bus is busy and seating has been taken. Busses break down leaving passengers stranded.</p>
58	<p>Would that be possible for having mote regular and punctual arrival time with an error less than 10min?  It will be very important, especially in winter when it is very cold</p>

59	I think one can agree with the theory it is how it is delivered given the lack of space on the roads and the enduring perceived need for parents to drive their children to school
60	Strategy is one thing but actually doing these things is a necessity not just an idea on paper. We need a better, reliable, reaching rural areas and cheaper bud service. If you actually want attract more people to use your service
61	Improved Park and Ride service - more car parking spaces, more services for longer in the day, connections to other parts of Cambridge outside of the centre. Expand services to smaller villages - more frequent, smaller vehicles, don't use a double decker if few people use the service. Decrease the need for people to use their cars.
62	I do not disagree with aspirations however there is no prioritisation as to what can be afforded, nor any vision for other public transport innovations to start playing a part by 2030. Furthermore, I believe it is more important to have a greater proportion of the population have access to public transport (comprehensive network) than a doubling of bus passengers. If finance is limited you may find these outcomes incompatible.
63	The strategy must NOT be funded by a Congestion Charge. It is a service for the whole population and should be self funding or supported by taxes or precepts
64	Buses are integral if older people are to continue living independently. It's cheaper for them to get around. Driving oneself after the age of 70 is no longer an option for most of us
65	I want to see a real bus service for Peterborough, so I don't always have to use my car.
66	I have sight problems and buses are my only means of getting around. I am also very concerned about climate change. The better the buses, the less people will rely on cars
67	This all sounds very good compared with the present cost of fares, lack of connectivity, late running and cancellations.
68	Wisbech needs a massive improvement in public transport. the Excel bus is ok for accessing Peterborough- Norwich, but other local towns are not served by buses at all, eg Spalding, Ely, Huntingdon, whilst other buses are few and far between eg Downham Market. I regularly use Wisbech 68 tesco bus as I am disabled and cannot drive. This needs to be kept running, and for longer during the day, every day. The 68 bus enables people to access food shopping, leisure (eg cinema), and medical facilities such as the ACES eye clinic and the NHS Breast screening clinic that spends several months a year in Tesco's car park. The out-of-town shops on Cromwell Road need more frequent buses, after all there's not much left in the town centre anymore! also consider access to Wisbech railway station - if it ever comes to fruition - we've been waiting too long already, and the CPCA seems to favour spending it's budget in the Cambridge area. Wisbech people pay their taxes too, and should be treated fairly. also consider the villages around Wisbech -they have a dire bus service. I couldn't move to a village as I would be isolated and unable to access food, other retail, healthcare and leisure facilities. Sort this out - the people of Wisbech are fed up with getting the brown end of the stick!!!

69	Connectivity is vital. Too often Cottenham is left unconnected compared with settlements to the West (Oakington) and East (Waterbeach)
70	a lot of the delays are people messing about with cash/buying a ticket
71	The vision is all that we aspire to for a bus service but have never e perienced
72	A franchising model would be essential to allow the planning and improvements to services that are needed. Examples that should be looked at are the tfl model and those used in other countries e.g. The Netherlands (widely and Rotterdam specifically). Then the best elements of these should be brought together and their suitability considered.
73	Cambridgeshire does not have the population nor Urban areas to justify bus usage envisaged by your strategy. Buses cannot get people directly to where they want to go.
74	Not enough facts - e.g. doubling of bus passengers - this will not be enough , numbers ? How?
75	Living in a rural community it feels like cars are everywhere, especially during community events like markets. People feel they need to use them even if travelling from the next village. The effect is congestion and pollution. We have a limited bus service to the local city (which I am grateful for and happy to use) but no connection to the train network or many of the local villages. The bus strategy goals generally align with what I would like to see in future: more options for destinations, services at convenient times and a reduction in the number of cars and their associated environmental impacts.
76	Pie in the sky strategy with the car user footing the bill. It's totally unworkable for rural residents.
77	You also need to consider cross county connections better, specifically Cambridgeshire/Bedfordshire for both schooling and leisure purposes.
78	Too narrow focused, and at what cost to us? Best we integrate into EWR as trains can take more people away from the roads. This looks expensive and passenger numbers are unknown. Value for money is my biggest concern. It is all laudable the aspiration but given the shocking performance of this consultation and the management of Stagecoach and the current bus network I wouldn't want this to be in the hands of the council to manage without a change in administration.
79	we need a reliable bus service connecting us to Huntingdon etc, the previous service has not changed for years and is unreliable on the rare occasions I have to go to the hospital I have to go by taxi as the times don't co-incide you either have to go early and then you're hanging around waiting for your appt or you have to wait ages for a bus back, thats if they ever turn up and then you've missed your appt etc
80	Less cars on the road. Better transport for those in rural areas especially the old and disabled who may feel isolated because they have no other form of transport.
81	I would like to see, as part of the strategy, improved and more frequent bus connections to rural villages. At the moment the only reliable way to travel to Cambridge or to the train stations is by car.

82	<p>Totally agree about the importance of getting the bus network improved. Only when public transport is quicker and cheaper will it tempt people. The guided bus is brilliant in concept but the buses are frequently late because they are stuck in traffic, can take longer than driving into Cambridge from st lves, are infrequent particularly in the evening, and in the mornings are often too full to even collect people. It desperately needs to be more reliable, and quicker with on demand services to connect people to the mobility hubs otherwise people are still having to get in their cars to drive to the park and rides.</p>
83	<p>Chatteris relies on an efficient bus service as Chatteris is not connected to the rail system and therefore without an efficient bus service connecting up with Cambridge , Ely and main rail stations , with more regular , early and late and weekends , people are isolated. More efficient bus services will encourage more use of them. This situation needs urgent attention for the people of Chatteris and surrounding areas .</p>
84	<p>It is important that opportunities, both leisure and employment are open to all and not just those who are able to drive.</p>
85	<p>Full of motherhood and apple pie statements</p> <p>Attracting bus passengers isn't just about the existence or timeliness of buses. It is also about ease of use, getting on, getting off, what the passenger has to carry.</p> <p>There is often provision for registered disabled but little consideration of the less able and fit.</p>
86	<p>It is vital that bus transport IS part of an integrated system. Buses need to service train stations. In order to increase bus use there needs to be much clearer information available which is easily accessible in all formats.</p>
87	<p>Aspects of the vision are admirable, but even without cars a larger fleet is likely to clog the city's roads, and the second bullet leaves all the key questions undefined. Buses are hard to scale, and where are all the drivers to come from?</p> <p>Surely you should be considering ZEV not LEV?</p>
88	<p>There is no practical bus service I can use and as I get older I fear being housebound because of this . Also fear I will not be able to attend hospital appointments due to lack of transport</p>
89	<p>Can Upwood have a regular daily service to Huntingdon and Peterborough so I can return in 2 hours.</p>
90	<p>I agree with the overall strategy but as I live in a village in Fenland, we currently have no buses and I want to suggest a way to provide feeder buses to local towns. When visiting Turkey, they have what I believe to be a co-operative system whereby small mini buses provide a regular service (every 10 minutes, 20, 30, hrly depending on usage) on a route which then joins up with main buses in town.</p>
91	<p>The vision is obviously correct - it's the implementation that's difficult</p>

92	My business means I need to carry items that would fit on a bus and the same for my employee's
93	You are unrealistic for several reasons. 1. You can barely find bus drivers now due to poor pay and EU citizens who got the xenophobic message and left to find bus, truck driving work in better paying less hostile anti immigrant, anti European countries. 2. It will never work if you keep letting private companies operate them like Stagecoach who, like Stagecoach recently appallingly decided to do, see it as a profit and loss to operate- loss equals cancelling routes, frequency of buses, reducing number of stops or walking away altogether leaving those who support public transport at the mercy of a car or using inferior transport to get into school/work. 3. Buses compete with car traffic- do what most European cities like Amsterdam do- build trams. Trams are faster, more efficient because they are isolated in the center away from competing traffic. And yes, the roads in Cambridge are big enough to accommodate main lines (if Lisbon can do it with really narrow roads Cambridge definitely can!).
94	You need to contact villages like Wicken to connect your bus route
95	The two big issues are not addressed: trust/reliability. There is no point pushing for buses until trust is established. For now they are not reliable enough. Second the bus stop is a half an hour walk from my house. It will add an hour to my commute just to get to the bus without counting waiting and journey times
96	The strategy is uninformative. We're asked to agree with motherhood and apple pie. It's a waste of time and public money to to consult on this and the responses to the closed questions are meaningless.
97	Nobody can disagree with these aims but agreeing will mean you using this as evidence of people wanting you to take action which isn't what is wanted. For example it can be used to justify an offroad busway, which 2 consultations have already rejected
98	Takes a great deal of drive,creativity and money to achieve and so important for all parts of society.
99	Where to begin: It is being built over Green Belt land! It will destroy an essential part of our countryside here in Cambridge which enhances the lives of people who live here, close to and further afield-it would be a disgrace to ignore the feelings of the people of Cambridge; It is totally unnecessary; its an expensive decision made by a group of unelected individuals without consultation with the inhabitants of Cambridge and the surrounding areas; There is a perfectly good existing bus service that would benefit from an injection of funds;
100	Cambridgeshire is in great need of a concerted programme to develop and extend the bus network. My preference would always be to take public transport rather than drive, but living where we do in a rural community, this is just not possible as the current service (1 bus a day into and out of Cambridge) is not sufficient, nor practical. The roads of Cambridge are regularly (if not always) congested and many would opt to catch the bus if able, but they need to be provided with a service that they can trust and know will get them from a to b as required at an affordable cost. Cambridge should be leading the way on the transition to a more sustainable transport network, however the residents of the region need to be enabled to

	participate. Until the network is drastically upscaled and supported, people will continue to default to driving.
101	Before Christmas 2020 there was an excellent understandable consultation for Cambridge with proposals based on Spatial Strategy. It was clear what it meant in terms of delivery. This vision is meaningless Based on Spatial strategy in Peterborough: medium size villages to have hourly bus services, Small villages to have an extension (original) of Call Connect - UNLESS there is a significant resource used by other villages such as a medical centre or post office.
102	We need a bus service we can rely on
103	I never use a bus because the service is currently poor, irregular and unreliable. I'd like to have confidence in the service which would lead me into using the bus as I'd prefer to use my car less.
104	This strategy seems great if you manage to put it in place
105	Because until this is operational there can be no expected reduction in car dependency.
106	The current bus service is unsatisfactory. In the six years I have lived in Sawtry the service has deteriorated with the most recent cuts making the situation much worse i.e less frequent services, loss of evening services, no direct buses to Hinchingsbrooke Hospital, etc.
107	I would love to use the bus more often but cannot as the service is completely unreliable. I've lost track of the amount of times I've stood waiting for a bus which has never turned up. Due to the unreliability of the service I am forced to use more costly and less green alternatives. Having moved to Huntingdon from London, I have gone from using multiple public transport services a number of times a day, every day to only using the train once a week. The public transport service here is shocking.
108	This is a sound strategy and hope it succeeds.
109	Good, regular, bus services are essential to support active travel, especially walking.
110	This is what needs to happen. What has happened is our bus service has been decimated by the withdrawal of Stagecoach
111	Stagecoach has let customers down and the council has done nothing to help. I can't get to/from work anymore.
112	Shocking when the hourly bus service reduced to 1.30. No buses on Sunday!
113	The variations and improvements in bus services should not be to the detriment of car drivers, given that no bus plan will be as flexible as a car alternative
114	I would use a bus more often if it was reliable.
115	I would like to use buses more but the current offer makes it very difficult.
116	Fine words but stagecoach need to deliver the service, that or lose their franchise because at the moment they are the reason my family and I rely on the private car
117	At the moment my son who has to get from sawtry to huntingdon regularly has to wait 1.5 hrs for the bus and there has been many occasions they haven't turned up. Buses need to be reliable!! Or no one will use them.
118	The strategy fails to address any of my pain points
119	I do not own a car and depend on public transport to get anywhere.



120	Services should not be dominated by costs with a larger proportions of the population over 65 and who do not drive also the cost of driving for the population who do work and cannot get a bus service after 7pm to locations where population density are reasonable.
121	It looks like a great vision that has enormous benefits both locally and to the region. However I do feel it is trying to achieve an awful lot of things and am curious as to how it will be achieved and successfully funded
122	It's a great vision but is it implementable from a financial point of view and if the service is provided, what will drive behaviour change from the car habit?
123	A comprehensive bus network??? Buses in my nearest town- Whittlesey, have been reduced and there is no network at all in my village!!
124	Reducing pollution by reducing the amount of individual vehicles on the roads should be given more weight. There are many co benefits to improving, increasing and lowering the cost of public transport.
125	If there were more buses running a regular service, I would definitely use the bus more often.
126	Especially in Sawtry, I cannot drive due to illness and many elderly can't get around unless the buses are running. Don't cut these buses and leave us suffocating because we can't get around. Give us a service we can really on, is worth the charge on our council tax and that we know can keep us integrated within society.  The bus service provided is a disgrace and you do not deserve the money we pay from council tax for it currently!
127	Connect with other villages and towns to get to appointments
128	there are many families in Cambridge that use cars and will not move to buses. We must incentivise electric by offering a full discount for EV if we are to safeguard air quality. the bus strategy is a good move but we must get engine cars off the road
129	Using the bus is currently unattractive due to poor punctuality, insufficient frequencies, and dirty buses. Trying to fix this without fare increases is unrealistic.
130	We need rapid hub to hub buses that do not stopped every 2 minutes. For example biomedical campus to Eddington. Only with this will people seriously consider taking buses for medium length commutes
131	All of the aims of the bus strategy are much needed - although I currently do not use a bus service - I walk or cycle to work - I also do not drive or own a car. So if my circumstances changed and I needed to get a bus then having used buses in the past, and knowing the needs of local people who rely on buses then I believe the service does require much improvement as identified in the bus strategy.
132	I don't agree with the "vision" be delivered by punishing drivers with a congestion charge.
133	No bus in my village. We need a bus service.
134	This village is getting bigger with new housing. We need some way of giving the children of the village some independence to go into stamford or peterborough.
135	We need a regular bus service for our local community. The village is expanding. Young people can't get out and about

136	I definitely agree that a service is required.
137	We have no bus service
138	It is essential for people to be able to travel. The village of Wittering has been isolated from the wider community of other local towns and villages for too long without a regular service that is regular and reliable.
139	This would be fantastic if there were buses again in wittering it's a very isolating place without any transportation
140	I don't use a bus because we have no bus service. If a bus service regularly visited I would use several times a week
141	The previous question asked how often do I use a bus. Unfortunately my answer is never because we no longer have a bus service in our village, think it stopped in 2019. Our village is desperate for public transport to be reinstated. It is so isolating to be stuck in the village.
142	I have witnessed the chaos that having no bus service causes here in Wittering. My daughters do not drive and were effectively trapped within the village as the nearest bus station is Stamford which is an 11 mile round trip. This has caused so much distress as they both have work in Deeping and Stamford.
143	Without a bus service you are taking away the independence of those in rural areas to meet, greet and live their lives to the full. Which in turns limits the choices they then have ie where to shop, which can be more expensive in local shops.
144	We need to reduce the number of cars on the road, to do that, we need to have a viable option. Buses are the best option.
145	The strategy seems very positive. It would be wonderful to see it working in the way described, for both the city, and its outlying Villages. We currently have no bus service at all, but one that was as regular as the strategy suggests would open doors for many who are trapped in our village without transport.
146	It sounds like a service that would be well used. Also more environmentally friendly. I would definitely use it if reliable.
147	Wittering needs a bus service, particularly as the number of houses is increasing. Parking in Peterborough is expensive, and with petrol prices it ia more expensive to get to work.
148	We have been left off a proper bus route for several years and the village needs links to Peterborough and Stamford
149	I'm a non driver with small children, my husband is in the milatry and often away I am totally isolated without a bus service in wittering to stamford and to Peterbrough.
150	An improved bus service is much needed. We don't have one at all in wittering, so when asked how often I use the bus, the answer is NEVER! Not by choice but because there isn't one here.
151	Wittering has no reliable bus service,  We only have connect, which doesn't have a time table, plus your lucky to get a seat, or if it turns up.
152	The responsive bus service suggested for low population density routes appear to be a desire rather than a feasible and planned option. THIS needs to be fleshed out and in the plan. Also there should be parking at all busway

	stops, e.g. I could perhaps use Oakington, but there is nowhere to park so therefore I need to drive.
153	It's important to me to be able to get to my doctor in Wansford and the hospital in Peterborough. Also for shopping and leisure in Queensgate /Peterborough
154	My village Wittering, has no regular bus service. Its a real pain for those without cars and for the youngsters. A regular, reasonably priced service would benefit all and help cut traffic. Not to mention the benefits for school children to get in and home from school.
155	People are stuck here with only a call connect bus to get out if village
156	Bus station Peterborough needs refurbishment. Levelling up funding?
157	Barriers to entry for bus use need to be significantly removed. Bus shelters in Peterborough have poor cleanliness/condition and where real time info is not provide= timetables are non-existent or out of date. This creates a barrier to entry that has to be addressed as a matter of urgency and before other issues. Even timetables in Queensgate Bus Station are out of date
158	There needs to be a much stronger tie-in with other public transport, such as the existing heavy rail network in the county and improvements to that network along with potential light rail initiatives in the future.
159	I think it's incredibly important to have means of transport when you live in an isolated area. I do drive but I have teenagers that are stuck here where we live and I do also like to take the bus into town every so often because parking is difficult.
160	Wittering and surrounding villages needs a bus service asap, connecting Stamford and Peterborough
161	The reason I have selected "never" to how often I get a bus, is because my village does not have any buses to use!
162	I don't use buses at the moment because we don't have any regular bus service to/from Wittering. Your vision is excellent and if it comes to fruition I would be making all local journeys by bus
163	Actually I'd just like a reliable, regular, bus service in our village, instead of having to rely on connect bus.
164	My son would love to be able to use a bus to be independent- he currently relies on others to take him out of the village.
165	Living in Wittering it would be great to have a bus service so we can be 'better connected and not have to use cars
166	Rural areas need better services, but more money is spent elsewhere
167	We need the links. I used to travel every week day to work on the bus, but due to a disability and the reduction in service can no longer do this. Now feel very isolated and useless.
168	I live in a village (Turves) that has no public transport links whatsoever, hence I would be unable to use a bus if I wanted to.
169	It is vital that bus strategy is part of an integrated system of public transport. Bususe need to link with trains. In order to encourage bus use there needs to be much clearer information in a variety of formats which are easily accessible to all. Being able to track buses en route via an app would be very helpful.
170	We really need a bus route in Wittering so we can get to the shops, doctors, dentist etc

171	Never use the bus due to not having a service
172	The small village I live in really needs a bus for the local community. Our closest shopping facility and medical practice is too far for our vulnerable and disabled and none driving residents.
173	I don't use the bus at this moment in time as they run the wrong times but if we had a service like we had years ago I would use them regularly
174	I would love to use the bus if it came to wittering
175	It allows people who dont drive or cannot afford to a comfortable way to travel with a guaranteed journey and no cancellations, It also helps people who live in rural areas like me who lives in wittering where there is no busses only call connect which is u reliable and has no set times.
176	Also need to ensure Training and on-route facilities for drivers Integrated ticketing across all bus operators and transition to Mobility as a Service type ticketing across all modes of travel. Better information/real time information for passengers across a range of platforms, including actual bus tracking Integrated route planning/access to timetables across all operators. Clearer how to use a bud information at bus stops and interchanges Behavioural change activities to support the transition to bus from cars
177	I can't use the bus service as we don't have one. The call connect service is no good. Can never book one for when I want!
178	We need a regular service in rural areas.
179	It would be great to have a service resurrected again for n Wittering and surrounding villages, it is very isolating to be unable To roam with out this service
180	I strongly agree ONLY IF first the following happens: Significantly increasing the number of reliable buses, operation from 4am until 1am and buses are well maintained (cleaned and disinfected with steam everyday), affordable. It sounds the plan is more for healthy fit people and little attention to people with extra needs. Please bear in mind there are times for example I cannot use bus on health grounds and must rely on taxi or a friend's help. I do not like your plans affect availability of taxi services or my friends willingness due to congestion charge to help me to attend my doctor appointments.
181	You won't attract car drivers without a more frequent and reliable service at the times it's needed
182	Current services are not fit for purpose. It takes 1.5hours on occasion for me to get from CB24 to Addenbrooke's Hospital. I am unable to cycle due to a disability so have not choice but to drive.
183	It would be beneficial if there was a way to take bicycles onboard (or attached) so that if you live / work a little further from the bus stop you could get to it with relative ease.
184	For young families, elderly, disabled, people working in Peterborough who all live in the surrounding villages it is so important to be able to have a trustworthyand regular bus service.
185	Bus frequency in Coates and Eastrea make buses virtually not an option for travel

186	all sounds nice, but nothing specific on how. Prefer improvement with minimal impact on environment by use existing travel corridors, even if this reduces connectivity.
187	Rural villages need connectivity Cities need less cars
188	Some of the principles are sensible, but aren't well defined. i.e. define comprehensive, affordable, faster, quality. While all are sensible aims, this is a long list of priorities that covers everything. This doesn't focus in on what's most important for our area and so will do little to help define what needs to happen.
189	Buses need to compete with private cars for cost, convenience and - perhaps most importantly - reliability. The latter is what is currently most noticeably missing.
190	I do not drive because of sight loss, and if I cannot use a reliable bus service I am completely dependent on my husband to do shopping, voluntary work or social activities. Without these I will become more of a burden on statutory services, and quite simply my life will not be worth living!
191	We live in a rural area and to my knowledge have 1 bus service a week at times not suited to anyone working. We are 8 mile from a city and can not get public transport there.
192	Our nearest bus stop is either 2 Miles away in either direction as we don't get regular buses through our village. 1. Walk 2 miles unlit narrow road. Cross 2 motorway slip roads to Norman cross from Folkworth. 2 miles back carrying shopping isn't good or for an elderly person. 2 walk to Stilton NO PATH! Down hill 2 mile walk to bus stop. Up a v steep hill on the way back oh did I mention unlit road in dark no path on way home. No social life for youngsters to go out of village or elderly to get a bus from Folkworth. We all have to rely on our cars , so that's about 2000 cars in and out of the village because no buses. Can't use bus pass until you get to The Eagle near A15 Yaxley road or walk to Stilton. Anyway is to walk and then get picked up from Norman cross or Stilton village. Using a car 2 miles there and 2 miles back, just to pick someone up. We could otherwise use an uber cab. Straight to town and back to our doorstep. But no buses go through that go to Peterborough or Huntingdon. So pay council tax for no buses.
193	Great idea but not if it cuts services to the villages.
194	The infrequent buses that come to the village do not run at convenient times and do not go to places I go to
195	We in Wittering haven't had a bus service for quite a few years , makes it hard to go to the doctor or shopping if you don't have a car .
196	We do not have a bus service from folksworth/ Stilton to Peterborough/Yaxley/ Hampton. I feel this would really help our youngsters and elderly that do not have access to transport easily.
197	All the listed objectives are noble and reasonable (and obvious aspirations for a useful and sustainable bus service). No need for "tick-the-box" politically correct statements such as "that is

	inclusive" and "We want to create a more connected region, which will encourage active and sustainable travel, improve health and wellbeing and reduce private vehicle journeys." - these are general, obvious aspirations applying to all strategies and not needed to be stated.
198	I only use the connect service less as we don't have a regular bus service. If we did I'd use it rather than drive.
199	A vision is one thing, implementing it is another. I live in a rural area with very limited bus service. no bus service to transport the village children to school. No bus service to transport workers to and from work. Infrequent of no service to villages in area.
200	There needs to be a strong alternative to using the car, it needs to be more appealing than the car, for the good of the environment, congestion and making the area more liveable. Those who do to have access to a car need a good bus network so they are not excluded from activities
201	Accessibility and affordability combined with reduced traffic are great aims.
202	We are a secluded village and people live her with no ways of means of transport so are very limited. This village is in desperate need for a regular, reliable bus service.
203	We need a better bus service.
204	Would be brilliant to have a bus service back in are village
205	We just cannot keep on using cars they take up valuable space where children could be playing on estates! They are expensive to produce and run they are helping to poison the air we breathe and killing our planet everyone should be able to have a bus/ tram or train to use it's a very necessary service what a much better world we would have without most people using buses / public transport!
206	A major problem with using buses is the lack of timetables at bus stops. Woodenly confining them to web sites is not very helpful and the illuminated information boards at stops is not helpful if customers are not aware that a bus is due.
207	There isn't a bus service where I live
208	There needs to be better facilities for disabled people. Having read the strategy there doesn't appear to be any encouragement for infirm/disabled to use buses rather than their cars
209	I live in Wittering which is isolated between Stamford and Peterborough and needs a regular bus service running for people and families to be able to get out and about again.
210	I don't drive & I'm lucky I'm able to earn a living within walking distance of my home because the only bus in my village is a fairly unreliable CallConnect. When we had a regular bus route to the local towns I was independent & felt a part of the wider community. Now I'm simply isolated, as are many others. The Bus Strategy would improve our lot, as well as reducing congestion & pollution.
211	It's an essential part of achieving net zero.
212	I think if we could get more people to use public transport it would do the environment good. It also helps combat loneliness as it gets people out and talking to others so also helps mental health
213	We should ensure a wide network of bus services, especially in rural areas, to enable people to get about and to discourage reliance on cars.

214	I said "never" to the previous question "How often do you use a bus?" because we have no bus service in Castor & Ailsworth to use.
215	We don't have a regular bus service, so have to depend on availability of Call Connect.
216	Public transport is a must to save energy and to improve the lives of people now stranded in villages where bus services have been withdrawn.
217	We have no service at all so any bus service will be an improvement
218	I have put never as we do not have a bus service in Castor and Ailsworth our Peterborough to Stamford one was stopped during covid!!! I would use one if there was one
219	We stopped using the bus because it unreliable most days. The operator does not communicate either refusing to accept phone calls or failing to reply to emails. They also charge the same fare regardless of where you get on the bus; i.e, same fare from uppingham or castor into Peterborough.
220	As we have no service at the moment ....as a family we would love to see a bus reinstated for a greener more convenient way to travel
221	Villagers need a regular and reliable bus service
222	We need a bus service or more cars will be on the road and also it stops people going into City to shop with makes no sense at all
223	At the min the buses are not usable the only bus scheduled is one that picks the school Kids up so is a no go for other users as it's always full and very noisy ,. The ones you can pre book are rarely available and rarely have space for wheelchairs or prams ..
224	Less cars on the road
225	I I feel strongly that we need to preserve our environment and also wish to be less isolated ion Wittering.
226	it would just be good to be connected to the surrounding area
227	Firstly I haven't used bus service as much as I'd like because of lack of availability at times that I would like. But would appreciate regular services perhaps alongside a call connect option to be flexible. Need to reduce car use and provide community service especially for those more isolated.
228	No buses are provided to our village and so people struggle to be able to access services. I would volunteer within city but given high parking charges i dont. A bus service would offer an affordable way to access services and opportunities. Helps climate change also
229	I think there should be an easy to use, regular bus service to the villages for all ages. In Castor with the development of Woodlands there will be more low paid staff who need a cheap, reliable way if getting to and from work.
230	We need a useful comprehensive bus service especially from rural areas to the city for work . A regular service for morning commute and school times , at least hourly . If there is this service then it would be used but to be used it needs to be regular and easy to understand
231	I would love to use a bus
232	I support the aims of a comprehensive strategy. Living in a village with no bus service makes independence impossible for non drivers, the most vulnerable in the community
233	Many places such as Wittering have no bus service connecting them to their closest town ie Stamford and Peterborough forcing car use

234	My previous answer that I never use a bus is because we don't have one in Marholm. If we did I would use it.
235	HAVING NO REGULAR BUS SERVICE AT ALL ONE IS TOTALLY RELIANT ON THE CAR WHICH IS AGAINST THE POLICY OF REDUCING MOTOR TRAFFIC IN THE CITY,
236	Need to reconnect villages better to the town to provide an alternative to driving and reduce carbon
237	The rural focus on on-demand buses is concerning if not also part of a peak-time scheduled services for the same areas.
238	I doubt that it will address the fact that there's no bus service for me to use despite living only 6 miles from central Peterborough. I have no choice but to drive even though I would prefer not to. My neighbours are in the same position and one even moved to Bourne a couple of years ago for this very reason
239	Some consideration needs to be given to the times at which buses run.
240	Wittering does not have a bus service!
241	public transport involving buses is essential to the life of rural villages and reducing car transport
242	A good public transport is essential to ensure everyone's independence, affordability and environmental sustainability. My rural bus service was cancelled over 3 years ago leaving many villagers stranded and an increase in car use locally.
243	Don't use a bus as there are no buses in and out of Wittering. My 13 year old is trapped in the village.
244	It would be wonderful to have a bus service near my home and great to be able to rely less on a car for transport.
245	No buses to my village - why doesn't your previous question allow this to be clarified. Obvs I never use if you never provide.
246	Currently no bus service available. Option to use a bus service is not available
247	No bus service available. I use call connect but the journeys are not direct and take longer. Cannot be trusted to meet appointment times. Feel isolated and everyone assumes we have access to the internet. My daughter is assisting me to complete this survey.
248	We NEED a bus service to serve all residents & age groups in the village.
249	I have put I never use a bus service from our village to town is that we DONT have a service at all and haven't had one for a number of years . If we had one I would use it at least once a week . We are being forced to use our own vehicles which causes masses of pollution.
250	Our village has no bus service, no shop and no cash machine. We are virtually cut off and we only live about 3 or 4 miles from Peterborough. Why is nobody willing to help us?
251	My village and the villages of my wider family now have no bus services at all. However I have detailed that I catch buses several times per week which I do but normally over in Norfolk where I now choose to spend my money when shopping and on leisure activities where they have buses available every 15 mins



252	I am in agreement with this strategy, however for most people with cars they like the comfort, safety and convenience, and no matter how good the bus service car drivers in the rural areas around Peterborough are unlikely to switch. Also if you do your weekly shop by car you are unlikely to be able to carry that all on a bus. This is a difficult thing to address, how do we get people out of cars and onto public transport.
253	Anything project which reduces carbon emissions is good. Any project which puts passengers first is good. Franchising seems to be good way of freeing Cambs from the Stagecoach stranglehold. A project which achieves its present well described goals without reduction or revision is good. would use a bus more often if I could rely on the vehicle actually arriving and if I could actually understand the timetable. We have a Ukrainian guest. Helping her to work out which bus gets her to Bar Hill from Oakington has been a complete nightmare. Buses often don't run to time and she has long cold waits. A bus driver shortchanged her and was rude. Stagecoach has still not replied to my complaint lodged in November 2022. Any thing you do has got to be better than what presently purports to be a bus service. David Reeves
254	Without a regular reliable bus service I struggle to get into work in Ely and Uni in Cambridge from Chatteris which has no train station. The disrupted Stagecoach service impacted on my job and education!
255	The Vision/strategy is aspirational and we need to see more detail. Ten years ago (2013), Swaffham Bulbeck had a great service and that has eroded to what the strategy wants to resurrect now.
256	It's difficult to see how anyone could disagree. The problem is turning wishes into reality.
257	The vision is fine but how much of it is affordable and achievable? You have to get the basics right first, such as good information at bus stations and bus stops, and at the moment even this is not being done so you are starting from a very low starting point.
258	As a regular bus user I agree with the content of the overall Vision as outlined but a full strategy must include far more imaginative and innovative ideas to solve the bus problems in Cambridgeshire towns and cities during rush hours.
259	more regular buses connecting all the rural areas are good
260	some bits are fine- i think more reliable and frequent busses are more important than faster routes. i think each village should at least have hourly busses during working hours so people can use busses to get to work
261	There isn't a bus where we are so to expand the bus network would be highly beneficial to us!
262	I answered that I never use the bus but that's because there isn't one. If there were I would use it regularly to go into town both during the day, evening and to get to the station. There are many older people in our village who can't drive and have no way of getting to the shops easily.
263	Need to look at smaller buses rural areas so that actually have buses. It can't be economically viable to have a 44 seater bus carrying 3 passengers.
264	I always took the bus into Peterborough and return but our bus service was cancelled several years ago and now I have to travel by car to Peterborough.

265	I agree with your vision but it will never work. Residents are disillusioned with the bus service in our area. Our village has a 20 min walk to the nearest bus stop, this route citi4 was taken away from us by stage coach and only returned when there was increased funding. Stagecoach now supply unreliable and mostly cancelled bus service. Why would I not use my car and use the bus ??
266	Lots of words making up a nice to read word salad but the ground reality is it took me more than an hour by bus when car takes 20 mins!
267	Coordinated bus routes and timetabling so east west and north south journeys are possible
268	I don't agree with the statement, but I do align with it. It would be nice to have a convenient, easy to use, reliable and good value for money, service that is an alternative to the car.
269	I think the document needs to be considered as a public transport strategy, acknowledging the role of other forms of public transport (Taxi, community transport, DRT and Rail) as a system of transport to enable access and connect people with the activities they need to undertake. The document needs to draw together the non service aspects (event if delivered by others partners) such as route and interchange infrastructure, information and data, I don't think the documents provides the evidence and the baseline data to support people to live their lives.
270	franchising essential. Easy to use, clean, reliable essential
271	Unachievable, wishful, unaffordable, nonsense
272	The only way to reduce traffic along the A14 corridor is regular and rapid transport between Peterborough, Huntingdon and Cambridge. The guided buses actually take far longer than sitting in your car on the A14. Buses are simply not the solution - they might be fine for transport within/between villages but are pointless between larger towns or cities of Cambridgeshire.
273	With an ageing population and, thanks to Brexit, a shortage of EU bus drivers I struggle to understand how this strategy can be delivered in practice.
274	I have said for many years that a more frequent, more reliable service will attract more passengers; instead services have been cut and become unreliable, i was once told that Little Paxton did not need a better bus service as everyone there had 2 cars. I did not have access to a car. By getting a lift or walking to St Neots i could catch the bus to Cambridge and onward to Bar Hill to visit family - untli those buses aslo were changed, and now I get a lift the whole way to Bar Hill or use a taxi. Many St Neots folk tell me they would travel a lot more on the bus (to Little Paxton events, to Hinichingbrooke hospital for example) but the buses are so unreliable they dont even try.
275	Your funding model is flawed . You have made a shambles of ting then Stagecoach then you want to use them again. Congestion charge for nhs staff and patients is abhorrent
276	I;m not looking for a faster service, just one that is local and reliable. I live over a mile from our nearest bus stop. In Hardwick there are no buses through the village, only on St Neots Road. I'm looking to be able to get to Addenbrookes, City Centre, nearest local village of Comberton for the doctors and to Cambourne for shopping

277	It has been my opinion for a long time that we all need to use public transport as much as possible but it needs to be cheap, reliable and efficient to attract passengers.
278	Needs better bus service to villages only two buses a day where I live makes it impossible for people to use public transport.
279	While I strongly agree with the Vision I believe that it is incompatible with CPCA's current Bus Strategy, which demonstrates a lack of effective Partnership with bus operators, and an absence of a strategy for Bus Information
280	Clearly this is the way forward for any city as long as such an efficient integrated, cheap to use service can actually be achieved.
281	In order to encourage more people to use the bus service it has to be reliable frequent and quick for example were the 66 bus st neots to huntingdon runs once an hour and takes an hour a car takes 20 minutes.
282	It says all of the right things, but I have no confidence in the governance infrastructure, legal powers, or revenue raising powers that the CPCA will be able to deliver on that vision.
283	Bus Network is OK. No change needed. You can't integrate it with anything else - In Peterborough it's a complete nightmare to get buses near to the station. Fares have to be realistic or routes will be unsustainable. No need for new buses. Bus maps are best form of making it understandable. Buses can't go any faster in heavy traffic & Peterborough roads are not wide enough for priority lanes or other measures - far more trouble than they're worth. High quality passenger waiting facilities?? Desperately needed but PCC won't do anything about that. You can only double the passengers if you allocate more buses at peak times. Car users won't swap. I have no faith in Peterborough creating better bus stops or improving information. PCC doesn't care about bus passengers because they're not users or drivers. PCC regularly ignores public opinion. I'm an ex-bus driver - drivers need to be involved in this so that improvements are based on realistic goals and current conditions. Theory is no use - experience, knowledge and understanding are what matter.
284	More buses and routes from my village would be outstanding.
285	Make sure disabled people are included properly in proceedings
286	On the previous page I entered I hardly ever use the bus service - the reason for this there are hardly any busses to use. If I want to return from March and or Ely I have to do so vey early
287	I cannot walk as far as my nearest bus stop
288	The buses MUST be controlled by the county or the combined partnership or the GCP or something, whether it be through franchising or otherwise. Private companies should not be determining the levels of service because people are unable to make long terms plans around companies with short term vision.
289	If buses were better at serving more areas and reliably providing faster service, many more, like me, would use buses.
290	This vision is far from current reality
291	I do not drive and have no alternative means of travel which I rely on to get to work. At present this is not working well and there is vast room for improvement.

292	It would be great to have a regular service so that you don't have to wait for ages for a bus. More than one an hour would be great, Also greater coverage of the region with timetables that enable you to get somewhere and return easily.
293	As we age, we become more reliant on buses. Also, it saves us petrol.
294	Buses aren't reliable enough and take too long to get to your destination
295	To many cancellations at present if the idea to implement this happens then it might work but I do have reservations
296	Current provision is not fit for purpose, relying on commercial providers "cherry picking" the routes that will make them money (either through passenger numbers or subsidies). The largest of these commercial providers continues to argue that passenger numbers have fallen since the pandemic, without acknowledging that their own services have not resumed pre-pandemic levels. There is currently no incentive for anyone to swap from travelling by car to travelling by bus. For example, one day a week I do my commute to work by car and it takes 25 minutes. Four days a week, I do the same commute by bus and it can take between 45 minutes (if both buses run to time and I run between bus stops) and 1 hour 10 minutes.
297	The limited bus service we have in our village is totally inadequate. I would use buses more often if we had a service which serves the needs of the village and which I could rely on.
298	There are hundreds of reasons to improve public transport, all are well documented. The big problem is how to persuade car users to change to bus and train. It's chicken and egg in my view, and it will take a long time to convert. The hot potato in the plan just now is the congestion charge proposal. It has seriously upset a lot of people. Of course a decent bus network must be funded and I strongly believe this is a central government responsibility. This applies to any brand of political governance. Publicity, promotion, comfort, reliability, convenience.
299	I score less than the maximum as the vision also needs to minimise the number of connections - for instance, it is unattractive to travel from Girton to the train station if one knows that it involves a change of bus in town - if I was certain that my connection would be less than 10 min wait, I would not mind, but what are the chances. I also regularly travel from Girton to Addenbrooks and Girton to Histon and both of these also involve a change of bus - very unattractive
300	It covers most of the current problems. One important point that is not clearly made, is the IMPORTANCE of a full seven day service. Households may not need two or more cars, but will not get rid of un-necessary cars if the bus service cannot provide the same availability at ALL times as a car.
301	More emphasis is needed on connecting people to places of work but also study especially from rural areas and across cities
302	Not enough focus on disabled/chronically ill/older/parent users

303	<p>This strategy should be more ambitious.</p> <p>Doubling bus passengers by 2030 sounds unambitious given the recent cuts, the impacts of the pandemic and the reduction of car miles required by that date (15%).</p> <p>In order for this vision to be achievable the Cambridgeshire and Peterborough Combined Authority will need to bring buses back under public control. This should be explicitly explained in the vision.</p> <p>“Transitioning to new, low emission vehicles, providing all the benefits of modern bus travel” sounds weak compared to the strategies in other cities. For comparison, the vision for the West Midlands says: “A world-class integrated, reliable, zero emission transport system providing inclusive travel for all”. Cambridgeshire’s bus strategy should be at least as good as other places.</p> <p>The strategy also fails to adequately integrate with other local travel strategies.</p> <p>This vision should include everything listed as well as:                  There must be safe, speedy and accessible pedestrian movement between bus stops and between buses and other transport modes e.g. trains. All stops should be connected to a footway which is suitable for use by passengers using wheelchairs or other mobility aids.                  All stops should display printed timetable and key fare information and a location-named bus stop flag with the phrase ‘Towards [key destination(s)]’.                  Wherever possible a shelter, with seating, lighting, and timetable and real-time bus information should be provided.                  Key edge-of-town and edge-of-village locations should be developed as ‘travel hubs’ with secure cycle-parking facilities and interchange facilities with demand-responsive transport.                  Reliable bus services that users can trust.                  In addition the aspiration of “Buses are part of a fully integrated and planned transport system.” should explicitly mention cycling and walking including safe routes to bus stops and secure, accessible cycle parking.</p>
304	<p>It is all well and good to have this vision. For me one simple bus to get into to Cambridge would be my vision. At the moment I am unable to get into Cambridge or indeed any local town without driving , parking somewhere and then getting a bus. I usually use the Park &amp; ride .It is unlikely that the se of cars will be zero and there needs to be travel hubs with AMPLE parking.</p>
305	<p>The strategy doesn’t include any elements that relate to making bus transport more accessible to wheelchair users or people with children and pushchairs. It also aspires to low emissions but doesn’t say by when, and how it can be achieved. Additional buses on the road will increase congestion on busy roads, because the strategy cannot guarantee that people will drive less. It doesn’t mention additional stops on routes, or internet availability</p>
306	<p>To help reduce traffic in the city. To speed up travel. To make it cheap/affordable.</p>

307	I am well over 65 years old with a bus pass and have virtually all my life advocated this strategy. We need better quality operators, with the exception of Stagecoach virtually all operators are coach firm companies who ventured into school services with their ancient vehicles. We also require our local authorities to operate their own buses.
308	I would appreciate low emission buses and better bus connections between villages around Cambridge. I'm unlikely to change my habit of walking or cycling around Cambridge city and am unlikely to increase my minimal bus use.
309	The objective of delivering a frequent and reliable bus route would provide me with a viable means on commuting to and from work.
310	I agree in theory, but do not believe you are proposing the right changes to enable this to happen
311	I have a bus pass so use buses whenever convenient so it is in my interest to have a good service.
312	We need regular alternatives to private cars, it the present services are inadequate and unreliable, so one finds them too difficult to use, especially when one needs to be somewhere at a set time. The return journey is not guaranteed to turn up potentially leaving passengers stranded .
313	Not ambitious enough.  Needs to explicitly state that buses need to be brought under the control of the combined authority through franchising, as is done in London and is now being done in Manchester.  You do not mention mobility impaired disabled people at all here. They are significantly affected through vehicle choice and should be front and centre in your strategy as people vulnerable to being left stranded without transport that meets their needs.
314	I am responding on behalf of TTP plc in support of the Combined Authorities draft bus strategy. TTP plc is part of the TTP Group which has been resident in the village of Melbourn since its formation 36 years ago. TTP plc currently employ 320 people and are expanding onto a new development adjacent to the Melbourn Science Park formerly owned by TTP but now in the ownership of Bruntwood SciTech. The development to be known as The TTP Campus will be handed over in March 2023. Some 340 staff will be moving into the building and the objective is to increase the headcount to 426 before April 2026, with several subsidiary companies remaining on the Science Park. I appreciate that your consultation is directed towards key strategic aims rather than granular issues. I have provided a specific response as a business as I believe that answers will have wider application.  A Travel Study undertaken for TTP in 2018 and refreshed in September 2021 in support of a planning application for the development of the TTP Campus identified that 90% of staff lived outside the village of Melbourn. The Survey identified 33% of staff lived elsewhere in South Cambridgeshire and a further 15% in Cambridge itself. The bulk of the remainder live in North Hertfordshire.  TTP is targeting a provisional target of a 5% reduction in the overall peak period car borne traffic within 5 years with a corresponding increase in use of public transport and other reduction measures. This target will be reviewed

	<p>following a baseline travel survey to be undertaken following occupation. TTP has undertaken to promote the use of public transport including local bus routes along Cambridge Road as an alternative to private car use and committed £136,435 towards improving connectivity to public transport and a further £108,059 on upgrading two bus stops on Cambridge Road along with a commuted maintenance payment.</p> <p>A range of measures were proposed in this Travel Plan to seek to reduce car use associated with the development, including promoting bus use which did not register as a primary means of travelling to work with the need for a frequent and reliable bus service connecting to where people want to go be it where people live or a transport hub. Connectivity and a comprehensive network providing a direct connection is a key consideration. The Survey indicated interest in connectivity to rail stations.</p>
315	<p>In urban areas having a fast, frequent, reliable and affordable bus service is key. I would like to see simple flat rate fares with tickets interchangeable across operators. In Peterborough in 2004, Stagecoach introduced ten minute frequencies in much of urban Peterborough, which meant that people did not need to have a timetable but could just turn up at the bus stop....this produced a big increase in passenger numbers at the time.</p>
316	<p>Bus service needs to be reliable, To be easy to get information without needing internet or smartphone, because partially sighted people cannot use them.</p>
317	<p>Busses to enable those living in rural and semi-rural areas to attend flexible work shifts at a variety of locations across the wider county/UA areas</p>
318	<p>Just forget the new strategy. Just ensure that the current timetables are realistic with all buses on time and not cancelled without notice.</p>
319	<p>"A doubling of bus passengers (based on 2019/20 levels) by 2030"</p> <p>This is unachievable, we live in county of small villages, if a "A comprehensive bus network, better connecting people to places across all parts of the region and beyond" and "A more understandable bus network, services and fares, with clear information and easy ticketing" were true with the above, it would be impossible.</p> <p>My village currently has no bus, no shop, no post office, no pub, no recreation ground.... the bus would only be serving to ferry a handful of people about, therefore it would be likely 90% of the time not be collecting or dropping anyone off, and then we all know what happens, the route gets cancelled or prices go sky high. So, a car is the only alternative.</p>
320	<p>I feel like the strategy is a good start. However, I feel the lack of focus on cross county travel outside the new routes will not help in the reduction of traffic on some main routes in more rural areas especially fenland.</p>
321	<p>I agree with the Bus Strategy Vision but believe that it is incompatible with CPCA's current Bus Strategy, which demonstrates a lack of effective Partnership with bus operators, and an absence of a strategy for Bus Information</p>

322	<p>While the use of fossil fuel based and harmful emissions spewing out from the exhausts of idling and non-idling to power buses around Cambridgeshire, I will use them as infrequently as possible, and instead use my much cleaner EV. I hate standing at bus stops with my small children breathing in idling diesel engine bus fumes.</p> <p>I do however understand and support the need to reduce congestion: one of the main points and positive elements of bus use. Just a shame the buses are so bad from a climate and air quality perspective.</p> <p>I see from the strategy EV buses are coming in, but this is not fast enough.</p>
323	Tf we had a service we could rely on we would use the buses more often
324	We have to cut down on the use of cars global warning, pollution and waste of time caused by congestion are all reasons
325	Given the hotchpotch patch of bus operators in this area and they are mostly small operators who historically tend to be bought out by a larger operator it is difficult to see how this can be achieved
326	Seems like a fantasy, a fairytale
327	Services are being reduced in rural areas or are so bad it makes public transport non viable. Buses are not disabled friendly, in the past I have often been left standing or struggling. It's not efficient as a method of transport.
328	Better connected services are required in Peterborough - more linked "circular" routes needed to avoid having to make trips in/out of the city centre.
329	It does not better connect people, to geto to other places thorough the city houhsvr to go into town first and change eg to get from Hampton to cardea, have to go into town to come back out again
330	I agree but depends on how it's implemented
331	<p>I disagree with a 'congestion charge' or what is actually a car user charge paying for buses. If buses are reliable, access villages and locations not served or poorly served by bus services and provide value for money fares then buses are more likely to be used rather than cars.</p> <p>This is what happens in many countries with a good bus servuce for the public. Perhaps some research of other countries would be a useful exercise for the combined authority.</p>
332	A convenient, regular, inexpensive bus service is vital to improving transport throughout Cambridge city and the region generally which will in turn improve traffic congestion and air quality. The public needs to be able rely on buses throughout the day, from early morning to late evening so that taking public transport is the obvious choice for their journeys.
333	Priority and expansion of busways
334	Essential to have viable bus connection to nearest main village for access to doctors, shop etc



335	<p>The vision shows that there will not be a service in Horningsea village. Horningsea Parish Council does not agree with this approach. A regular service through Hornignsea Village can achieve the following:</p> <ol style="list-style-type: none"> <li>1. Reduced car traffic through the village. Horningsea suffers from accidents, lots of traffic and speeding through the village. Predominantly because the road from Waterbeach to Fen Ditton and on to East Cambridge and Addenbrookes does not currentlt have a bus service. Buses from Waterbeach currently only use the A10 to milto0n into Cambridge. This is a major oversight and leads to people from Ely and Waterbeach choosing to come through Horningsea in their cars. A split service from Waterbeach with buses going through Horningsea will be extremely important. Especially with Waterbeach New Town being developed and the prediction that a lot of NHS staff will have to get from Waterbeach to Addenbrookes.</li> <li>2. Better connectivity for residents. Horningsea is a village of commuters. Children need to get to primary schools, secondary schools and sixth form schools, adults travel to work. Everyone has to travel to other areas for their shopping, visiting doctors etc. There are no amenities in the village. A bus service is vital for a village like Horningsea and setting up a regular route (one bus per 30 minutes in either direction) would mean that people can get to and from the village without having to rely on their cars.</li> </ol> <p>An on-demand service will not be enough.</p>
336	<p>Aims seem to overlook speaking directly to communities to find out what the key activities they want to reach are. There is an assumption that everyone wants to get to the city centre when they may also want to reach other areas of the city for school, medical care, station or work.</p>
337	<p>Bus stops and in particular Peterborough Queensgate bus station should be maintained and cleaned to a much higher standard.</p>
338	<p>A better service of public transport helps the economy as people will go out and also will attract business</p>
339	<p>It seems to have a rather weak commitment to franchising, which is clearly what needs to happen here (and across the country of course!).</p>
340	<p>I agree with this plan but I do not believe that you will be able to realize any of your goals until you attract more people to the profession of bus driver. You can buy twice more, brand new electric luxury buses, build wide roads, bus stops etc. but who will drive them? What is your plan to bring more people to this unattractive trade?</p>
341	<p>New Ely city service brilliant (Stephenson's), but how do we get to Cambridge on the bus??</p>
342	<p>I think we should look to stringing electrical wire so that we can use trolley busses with small batteries and pave the way for a tram system.</p>
343	<p>Buses need to be brought back under public control to achieve real change.</p>
344	<p>I don't use buses because so far I am able to use by bike, and on occasion a car to support my disabled daughter. However i fully support a strong bus strategy for those who cannot use bicycles or e-bikes as a convincing alternative to cars</p>
345	<p>I still use my bicycle a great deal for shorter journeys, but would prefer sometimes to take a bus, especially when I wish to transport my dog. I would</p>

	like more bicycle routes which are not crowded with cars and more buses so that they are there when I need them.
346	The vision is good but will it be implemented?
347	Living Streets has opted for an 'agree' response as the vision does not focus on safe, speedy and accessible pedestrian movement between bus stops and between buses and other transport modes e.g. trains. Public transport users are likely to have shopping, luggage, child buggies, accompanying children; a significant proportion will be older, more infirm or wheelchair users. Ensuring that such users feel assured that there is easy and safe passage to, from between bus stops and other transport modes is central to persuading people to 'trust the bus'. In addition, access to bus stops, safe shelter at stops, accurate timetables and information on changes are all seen by our members as essential to make bus travel easy for pedestrians accessing bus services.
348	The roads in Cambridgeshire are small, with limited parking space. It makes most sense to use the public transport where possible. But parts of Cambridge are still not directly connected. For example, only ONE bus offers direct connectivity to the train station from CB1 (which is also unreliable).
349	Instead of investing exclusively in cycle lanes (only of use to people who live in Cambridge), more thought is needed on how people from outside can access Cambridge quickly.
350	The reason I hardly ever use buses is that they are unreliable, expensive, and slow. If that changed, I'd probably use them really often instead of driving.
351	Buses should play a key part in car traffic reduction.  Vital for increasing bus take-up is a vast improvement in information to potential travellers.
352	I agree with the principles of it and what it's trying to achieve but I don't think it will work in reality. In the village I currently live there used to be 4 buses an hour and they would extend late into the night. Prior to covid (it was unrelated to it) the buses were cut by half and the 'faster' service was removed from the timetable. At that time buses became unreliable and I'd often wait for a bus for it not to show up. Fewer people were getting the buses even in 2018.  Real time info is great if it works but often there are ghost buses which don't turn up  Buses take longer that it does to drive due to wait times and them not taking a direct route. The parking charges in town are the biggest deterrent to driving into town, why aren't you looking at parking levies for companies?
353	This is the healthier greener option, reducing pollution and the area's carbon footprint.
354	Currently, bus services aren't at all reliable. I would like to see a commitment to bringing the services under public control spelled out in the strategy. For numbers using the buses to increase significantly, users need to know they can rely on the service and that it is run for the public good by a local authority. I've also been made aware that this strategy had weaker goals than some areas. (W. Mids is a good example of one with strong goals. ""A

	world-class integrated, reliable, zero emission transport system providing inclusive travel for all".)
355	The strategy is good but not ambitious enough. In order to deliver even the goals set out, the bus network will need to be publicly owned. This is not stated and should be a goal in the strategy in order for it to be operated in the most strategic manner.
356	Important that buses will part of a fully integrated and planned transport system. I don't see why tram services in Cambridge and Peterborough could not be laid on. Given the lamentable performance of the private sector, this strategy needs to adopt franchising. A 2030 target for passenger numbers is all well and good but we frequently see this long-term targets forgotten so recommend additional shorter term targets to keep on track.
357	We have a daughter with a severe mobility issue, and using buses today is very difficult for her. I would like to see a more ambitious agenda in terms of access for people with disabilities: A clear commitment to more accessible bus stops, including wheelchair-accessible pathways to all stops and wherever possible covered seating with a reserved seat for people with disabilities, as well as more accessible buses.
358	Priorities should be reliable services, operating from very early morning to late evenings. Fare structure should be easy to understand but should be realistic to reflect the service offered.
359	A bit vague. More specifics required. Yes, buses are good but what are we actually going to do to nudge drivers, including me, of of our cars. Car travel is too convenient and cheap as compared to public transport.
360	A good vision but I simply don't trust this to be implemented. From people who use buses regularly now, I know how badly run the companies are and how they often cheat the systems in place.
361	It should be more ambitious.
362	It's good but not enough! I feel that only looking to double bus passengers by 2030 sounds unambitious given the recent cuts, the impacts of the pandemic and the reduction of car miles required by that date (15%). In order for this vision to be achievable the Cambridgeshire and Peterborough Combined Authority will need to bring buses back under public control. The strategy also fails to adequately integrate with other local travel strategies - making sure that it is all accessible, easy to use, reliable and efficient. In addition the aspiration of "Buses are part of a fully integrated and planned transport system" should explicitly mention cycling and walking including safe routes to bus stops and secure, accessible cycle parking.
363	It's good, but not ambitious enough. Doubling passenger numbers by 2030 in the context of cuts and covid is not good enough. Much higher bus use must be achieved to cut car miles and reduce emissions and congestion. The overall aim should be more strongly stated, an inclusive zero emissions transport system is required, we need to be bold in making this aim front and centre in order to get anywhere close to it.

	I'm also concerned it won't effectively integrate with neighbouring regions and other transport modes. For example, ensuring cycle parking and safe paths are linked in effectively.
364	It is a mess - you fail to offer transport security ( our family has ben severely affected by the sudden collapse of nearly all bus services in October 2022); and you dont highlight that the current proposals for new busways savage green verges and reduce trees in the city that currently lie along the verges of our streets.
365	Cars are horrendous in Cambridge with new builds being put up as quickly that they are. We need to be on top of more effective ways of travel affordable and sustainable.
366	It's based on a disgusting car tax grab
367	I need buses that do not waste my time: journey times comparable with car, service frequent enough that I don't have to plan ahead (i.e. 4/hour or more). My time is far more valuable than a cheap bus fare, so service that runs rapidly and punctually, and is available evenings and weekends, is more important than cost.
368	I finally found the "road charging measures" hidden away on page 13 bottom of your bus strategy document. I would imagine that should be right at the front, seeing that virtually all of Cambridge is against the "road user charge" and businesses will leave in droves if it comes. If that's how you plan to finance the buses, then it's a no from most people
369	Alternativity to cars should be about busses being a more ATTRACTIVE option if there is choice to use personal vehicle or a bus. Bus services should not be treated reductively as a viable alternative in all scenarios (i.e. a bulk shopping trip for a large family where transporting things back would be very difficult). Busses should not be funded by punishing car use via a congestion charge as a central model
370	Anyone can have a vision. This does not mean support for the congestion charge.
371	The vision is fine so far as it goes, but it doesn't go all that far.  'Doubling from 2019' is not very ambitions given current low usage and the dramatic modal shift needed to meet our emissions reductions goals.  I'm not convinced that significant improvements can be acheived without franchising, and that is not explicitly in the strategy. It should be.  Public, real-time and historic, open data availability should be part of the vision. This is a vital enabling technology allowing standarised software/user experience for status, routing, and analysis. Other successful transport operators have provided this, and it's been important.
372	If we had a decent, reliable and affordable bus service I would use it a lot more rather than driving through the city
373	Inconvenience, cost, time consuming
374	I don't think it's achievable

375	To include surrounding areas and villages to the city as well. Nobody should be isolated because of a poor service
376	There will never be a bus service suitable for all situations. Eg, if carrying large bulky items, if I'm needing to take my cats to the vets, if I'm on time restraints as a bus doesn't take a direct route. Its unrealistic and outdated to think that buses is a desired way of travel. I dont mind buses when its the right option for my journey. When carrying a sewing machine and overlocker and sewing equipment, it is not an option.
377	I cannot use the bus due to a health condition. Too many stops. Cars are still needed by some people.
378	I agree with the vision of improving public transport, which currently is awful in Cambridge. What I don't agree with is charging and additional tax to support something that should be already paid with our taxes and bus fares
379	All proposed changes are against a man, a resident of Cambridge. The demands of the plan are practically impossible to meet. After the introduction of CC, we, the inhabitants, will be left with nothing. There will be neither buses nor cars. Every change so far is for the worse - and this plan has no right to succeed, I am against these changes.
380	It fails to address what individuals actually want to do, which is getting directly to an enormous variety of places, very often carrying stuff which is too heavy or bulky to carry and cannot be taken on buses. It also fails to address what happens if a bus arrives at a stop and is already full.
381	It's hard not to agree with the sentiment. However for the lower paid workers, who have to commute to the city where bus or train is not an option as result of timing or cost, travelling by car is the only option. Centring the whole transport of Cambridge around buses seems neglect the fact that for many travelling by bus is not practical, in terms of the time it adds to a journey or the inconvenience of it.
382	new busways look should not remove any of the city's trees nor pave/tarmac over grass verges.
383	if you want us older ones to give up our cars drop the bus pass age down to 60
384	Taking up too much of the road network by reducing the space for cars, buses currently you up, even if on my bike. Never show up on time and cancelled. Thats why I don't use them
385	I reserve judgment if the vision becomes reality.
386	Bus journeys are on fixed routes. We can get where we want to go, in our car, in total privacy, on time and cheaply. We are not mobile enough to use a bus, are you going to penalise us for not wanting to use your very inefficient bus system?
387	If Cambridge is to function efficiently, allowing deliveries and service providers to move around on uncontested highways, then the number of discretionary private car journeys has to be curtailed, and a comprehensive bus service, integrated with other forms of transport, is the solution.
388	We have 1 bus a week to Camborne, thats it. Where are you going to find all these new bus drivers with a 4000 shortage. Never going to happen in my area.
389	We need a good reliable bus service, for too long we haven't had this

390	Talks cheap Money buys the whiskey. Taxing residents for congestion into cambridge is not the answer. I fear Parts of rural NW Cambridgeshire will not see any benefits and will only be used as "cash cows" for other places
391	The buses need to be really reliable for people to change to using them. Traffic congestion and shortage of drivers have to be dealt with as they result in unreliable bus service.
392	We need more bus services including stagecoach Cambridge to Bury St Edmunds direct and to outlying villages
393	More frequent buses to more places means more people will use it, making it better for everyone and taking traffic off roads.
394	Better busses is nice but no congestion charge. Also light rail or similar would be better
395	<p>The goal to double passengers by 2030 does not sound very ambitious.</p> <p>In terms of integrating the bus service with other modes of transport, walking and cycling should explicitly be considered, e.g. safe walking routes to bus stops, certain "hub" stops where safe parking of bikes is possible, e.g. village edge</p> <p>Better provision of timetables/live updates at bus stops</p> <p>No mention is made of the system of ownership for the bus services - the vision should explicitly address bringing buses back into public control</p>
396	The "Region" is not one that needs to be connected. Cambridge is a totally different world to Peterborough.
397	A good public transport system is essential for a sustainable and productive city.
398	<p>The strategy document only mentions 'franchising' a couple of times, but this is a key element that I support.</p> <p>The document provides no figures for existing travel use, but an increase in bus use is probably a minimum to achieve a 15% reduction in car use (especially the unwise commitment to growth in the area)</p>
399	<p>At the present time, I can't rely on Buses. yesterday I came back from London via Cambridge North Station and although I knew there were no buses stopping along Milton Road, I stood and waited for the number 2. There was no info about the bus or where to wait. When 3 Busway B buses came at the same time I asked about the number 2 and was told the bus shelter had been moved. It took ages to find it stuck in the middle of wasteland without so much as a sign or a timetable. We waited 45 minutes with no bus (apparently something to do with a blockage in Chesterton?) and eventually walked home. Our journey from London on the train took just over an hour, our journey from Cambridge North took much longer. The buses need proper signage and regularity.</p> <p>We had spent 3 days in London travelling everywhere by bus and it really brought it home how bad our sevice is.</p>

400	<p>Overall, I agree with lots of points of the vision, but I cannot select Strongly Agree as the vision is not strong enough. It could be a world class bus service, rather than a "good quality" one.</p> <p>I agree that we need low-emissions to ensure that the service is responsive to our needs to address climate change. But this vision should go further than that, and outline a commitment to a zero carbon service.</p> <p>I think that the vision of the bus service should be informed by what the users of the service need, which needs to be determined by talking to a diverse group of people with a wide range of requirements. I don't see that reflected in the vision. I think including this in the vision would help to foster trust with the future users of the service that their needs will be met.</p>
401	<p>Living in rural villages (in my case barely outside of the city),my children need a reliable route to school. Till 16 they have school buses for 6th form the service has been cut so they will not be able to stay at their school.</p>
402	<p>1) Our population is too widespread to support your vision. 2)Buses cannot get to locations in our Cities as many of our roads have deliberately blocked by your Councils. 3) Why should people who do not have cars think they should travel for free while car owners pay 70p per mile. 4) You cannot provide enough buses and routes to satisfy users. 5) Your plans are flawed as you have no evidence that Cambridgeshire has an air quality problem.</p>
403	<p>This strategy should be more ambitious. Doubling bus passengers by 2030 sounds unambitious given the recent cuts, the impacts of the pandemic and the reduction of car miles required by that date (15%).</p> <p>In order for this vision to be achievable the Cambridgeshire and Peterborough Combined Authority will need to bring buses back under public control. This should be explicitly explained in the vision. "Transitioning to new, low emission vehicles, providing all the benefits of modern bus travel" sounds weak compared to the strategies in other cities. For comparison, the vision for the West Midlands says: "A world-class integrated, reliable, zero emission transport system providing inclusive travel for all".</p> <p>Cambridgeshire's bus strategy should be at least as good as other places. The strategy also fails to adequately integrate with other local travel strategies.</p> <p>This vision should include everything listed as well as:</p> <ul style="list-style-type: none"> <li>● There must be safe, speedy and accessible pedestrian movement between bus stops and between buses and other transport modes e.g. trains. All stops should be connected to a footway, suitable for use by passengers using wheelchairs or other mobility aids;</li> <li>● All stops should display real-time timetable and key fare information and a location-named bus stop flag with the phrase 'Towards [key destination(s)]'.</li> <li>● Wherever possible a shelter, with seating and lighting should be provided.</li> <li>● Key edge-of-town and edge-of-village locations should be developed as 'travel hubs' with secure cycle-parking and interchange facilities with demand-responsive transport.</li> <li>● Reliable bus services that users can trust are required.</li> </ul>

	<ul style="list-style-type: none"> <li>• Buses must be fully accessible for all kinds of disabilities and be able to accommodate multiple wheelchairs. In addition the aspiration of “Buses are part of a fully integrated and planned transport system” should explicitly mention cycling and walking including safe routes to bus stops and secure, accessible cycle parking.</li> </ul>
404	<p>it is based on wish fulfilment and does not excuse current failure. Most of the goals are do-able already. But none have been achieved.</p> <p>What is stopping the CA now having clean buses, nice bus shelters, on time information?</p> <p>The current Mayor has shown no leadership or ability. It was a bad decision to undo the rail or alternative visionary transport option with tunnels, from the previous mayor. I have no confidence or Trust this CA leadership can deliver a thing better.</p> <p>You have had years to make small changes that would not cost much (Like providing bus shelters or a map) but its all being put into waiting for this fantasy future. At Grotesque cost to Councils and the tax payer. I am not impressed.</p>
405	Busses pollute more than cars. Why aren't there alternatives being offered—especially within city centres?
406	Better public transport is essential for quality of life, as well as environmental and economic reasons. If the combined authority can create a bus network that's extensive, reliable, frequent, fast, and affordable, then many people will switch to using the bus.
407	It is easy to use all these positive words but the reality is the delivery and I have yet to be convinced that will happen
408	Have you thought of the impact for disabled, elders, families with young children?
409	<p>If any trees or grass verges need to be removed to makeway for new busways, new trees etc. must be planted to keep biodiversity thriving.</p> <p>Routes need to be considered carefully and should not take more than 20 mins (in good traffic) to get from A to B if only a few mile journey.</p>
410	I think bus franchising WILL be a requirement to achieve the aims
411	<p>The charge will disadvantage those with low income.</p> <p>Could impact on those supporting family members where bus travel not viable.</p> <p>An infringement of our freedom.</p> <p>Will ruin city centre and cause shops to move to outskirts of city.</p> <p>Weekly shop impossible by bus.</p>
412	this is unachievable in the current economic situation. you can't even hire enough bus drivers, nobody wants this job.
413	Buses are unreliable. So many get cancelled. I can't get a bus to the school I work at for 8am. two buses that will take over 90 minutes. I have children at home so can't leave that early. There's no way you can convince us of a service to help all. It's unrealistic,



414	I cannot recommend a 'Strongly Agree' response as the proposed vision is too limited. Although doubling bus passengers by 2030 sounds ambitious, it is taking the baseline for this proposal from a time frame that includes lock-down from the pandemic and an already unreasonably reduced bus service. This in combination with the current population growth rate in the area, and the dramatic reduction in use of cars by local residents that will be imposed by the intended low emission zone appears insufficient. In addition to make this plan viable and sustainable, the bus systems must be brought back under public control, rather than left to companies that have profit as their primary motivation and little to no public accountability. We also need to have consideration in this plan for safe and appropriate pedestrian and cycle routes that compliment the bus plans, as busses are not a viable solution for some people (e.g. people that need to be able to move quickly between local sites for work, people that get motion sickness, have challenges with crowds or enclosed spaces).
415	Light rail, or very light rail, as being developed in Coventry, would be a much more appropriate mass transit system for Cambridge.  See the proposals of Dr Colin Harris of Connect Cambridge for detail.
416	I think these aims are fine but a bit vague. I'd particularly like to know how you intend to attract car uses to buses - unfortunately I think that just making the buses better won't make people leave their cars at home and things like reducing parking in the city centre would have to be considered along with sustainable travel zone proposals. I think teh GCP will need to take back control of buses to make any of these improvements, which should then be explicitly mentioned in the vision. Buses and bus routes should also be integrated with active travel strategies/routes and include secure bike parking.
417	I think everyone should have access to a good quality, reliable, affordable bus service. I would prefer to get the bus than drive but often I am forced to drive.
418	Would like to have alternative transportation like tram, mono rail
419	I would much prefer to use the bus than my car, but I don't because it is unreliable. Make the buses reliable and I will use them.
420	Some elements are commendable, however for some areas buses are not the only solution
421	I live in a village. We are never going to have a bus service every 5 minutes that takes us to wherever we want to go. It is always going to be far quicker, easier, & more convenient to use a car & people living in rural locations accept this.

422	<p>'Vision...' is certainly what this car-jammed city needs. It's a bit wishy-washy but is in the right direction.</p> <p>We spent some time with relatives in Munich: one payment card for buses, trams, underground and overground transport - lovely! All worked well with timetables that one could rely on - and of course the city transport system is NOT in private hands.</p> <p>One</p>
423	<p>I think the vision and ideas are good but in reality, people are not going to easily move to buses. They are very limited in size and comfort compared to rail and tram systems and are not very reliable for frequency. They also come with a lot of baggage in their perception. The last time I was using buses was from Oakington on the busway and the buses were rammed and uncomfortable. I don't really see this changing.</p> <p>The congestion charge is what will be the main reason people will look to alternative means of transport and guess what, it will hit the poorest. Can you see those taking kids to private schools, or highly paid doctors getting buses rather than paying a charge? No. So it will be those with less money who suffer.</p> <p>You should be looking at a reliable tram system that takes over the busway and goes to all of the main sites. I would use something like that. The underground metro was ludicrous but the trams are realistic for a small city with no car zones (centre).</p>
424	<p>Where is the transition to a nationalised service, like in Nottingham and London, which is responsible to the local people and not shareholders, and whose profits (if any) are pumped into investment not the pockets of the already very wealthy.</p>
425	<p>Having looked at the proposed bus routes, they sadly do not meet my needs. And the cost structure might work for one person in comparison with car use, but not for a family or group of people.</p>

426	<p>This strategy should be more ambitious.</p> <p>Doubling bus passengers by 2030 sounds unambitious given the recent cuts, the impacts of the pandemic and the reduction of car miles required by that date (15%).</p> <p>In order for this vision to be achievable the Cambridgeshire and Peterborough Combined Authority will need to bring buses back under public control. This should be explicitly explained in the vision.</p> <p>“Transitioning to new, low emission vehicles, providing all the benefits of modern bus travel” sounds weak compared to the strategies in other cities. For comparison, the vision for the West Midlands says: “A world-class integrated, reliable, zero emission transport system providing inclusive travel for all”. Cambridgeshire’s bus strategy should be at least as good as other places.</p> <p>The strategy also fails to adequately integrate with other local travel strategies.</p> <p>This vision should include everything listed as well as:</p> <p>There must be safe, speedy and accessible pedestrian movement between bus stops and between buses and other transport modes e.g. trains. All stops should be connected to a footway, suitable for use by passengers using wheelchairs or other mobility aids;</p> <p>All stops should display real-time timetable and key fare information and a location-named bus stop flag with the phrase ‘Towards [key destination(s)]’.</p> <p>Wherever possible a shelter, with seating and lighting should be provided.</p> <p>Key edge-of-town and edge-of-village locations should be developed as ‘travel hubs’ with secure cycle-parking and interchange facilities with demand-responsive transport.</p> <p>Reliable bus services that users can trust are required.</p> <p>Buses must be fully accessible for all kinds of disabilities and be able to accommodate multiple wheelchairs.</p> <p>In addition the aspiration of “Buses are part of a fully integrated and planned transport system” should explicitly mention cycling and walking including safe routes to bus stops and secure, accessible cycle parking.</p>
427	Buses should not be paid for by congestion charge
428	It doesn't go far enough. We should be making a concrete commitment to greater public control of the network, and be more ambitious than just increasing ridership - perhaps restating it as a vision to halve car use rather than double bus use?
429	Reduce pollution levels which are frighteningly high in Cambridge
430	Who would not want this? Pointless question. Surely matter of paying for it and actual buses.
431	All sounds great. What's not to like?! Doubling of bus passengers doesn't necessarily mean doubling of buses; we would struggle to have twice as many buses in Cambridge. Need to leave space for more active travel - cycling and walking.

432	How will this vision the financed? If it is by a congestion tax forcing me to pay to leave my home by car, if that is the way I choose to travel, then I have no interest in these proposals.
433	I'm already a keen advocate and user of buses as an alternative to private car use (because I care very much about the environment and climate emergency!) but I can see that many others need much stronger incentives and help in order to make the switch. Currently, it is far too much like hard work to actually work out where and when buses go, and how one can pay for a ticket, etc.
434	This strategy should be more ambitious
435	The plan should be more ambitious and integrate with other transport modes and strategies, including cycling.
436	<p>This strategy should be more ambitious. Doubling bus passengers by 2030 sounds unambitious given the recent cuts, the impacts of the pandemic and the reduction of car miles required by that date (15%). In order for this vision to be achievable the Cambridgeshire and Peterborough Combined Authority will need to bring buses back under public control. This should be explicitly explained in the vision. The strategy also fails to adequately integrate with other local travel strategies.</p> <p>This vision should include everything listed as well as:</p> <ul style="list-style-type: none"> <li>- There must be safe, speedy and accessible pedestrian movement between bus stops and between buses and other transport modes e.g. trains. All stops should be connected to a footway, suitable for use by passengers using wheelchairs or other mobility aids</li> <li>- All stops should display real-time timetable and key fare information and a location-named bus stop flag with the phrase 'Towards [key destination(s)]'.</li> <li>- Wherever possible a shelter, with seating and lighting should be provided.</li> <li>- Key edge-of-town and edge-of-village locations should be developed as 'travel hubs' with secure cycle-parking and interchange facilities with demand-responsive transport.</li> <li>- Reliable bus services that users can trust are required.</li> <li>- Buses must be fully accessible for all kinds of disabilities and be able to accommodate multiple wheelchairs</li> <li>- In addition the aspiration of "Buses are part of a fully integrated and planned transport system" should explicitly mention cycling and walking including safe routes to bus stops and secure, accessible cycle parking.</li> </ul>
437	In principle, better reliable services are the goal. I'm not sure EVs have the longevity to provide a reliable service, based on my reading. I worry about aspects of the strategy.
438	bus is only one form of transport. Light rail anyone?
439	All makes sense if delivered
440	Need a tube system for the City Centre.
441	The strategy is entirely positive, but does not balance cost-benefit. Key deliverables necessary for successful implementation, such as recruitment and retainment of drivers, subsidisation of unprofitable routes, integration with other transport (e.g. secure bike storage near bus hubs), are not even mentioned.

442	I think the vision and overall strategy is very weak and lacking in any real future vision that gives me any confidence in achieving anything more than the most basic of bus service. It doesn't seem to be anywhere near what some other parts of the country already offer, yet alone are striving to go further to offer yet more.
443	Visions in themselves are pointless. This is all just aspirational waffle. It is almost impossible to disagree with. But it does not give the reader any sense of what in reality might happen or when
444	<p>I agree with the strategy, so far as it goes. But it is not ambitious enough. The scale of reduction in private car use needed for congestion and climate goals will require a greater increase in bus usage than the doubling proposed. The only way a transformational improvement in services and ridership will be achieved is via bus franchising.</p> <p>Aside from services being sufficiently frequent and reliable to bring about a big shift from private car to bus use, the strategy needs to dovetail with thinking about active travel. Bus stops need to be safe, comfortable environments, and there should be safe routes and secure cycle parking to open up bus use to people who live beyond easy walking distance from a bus route.</p> <p>Other things which are vital for increased bus use are simple, convenient, contactless/smart card payment along the lines of the London system, including paying once for a journey involving a change of bus; and developing hubs where passengers can change from one bus to another with minimal waits, and safe, comfortable places to wait where necessary.</p>
445	<p>It is important to understand that buses cannot replace ALL car journeys. I would use them more, but most of my journeys cannot easily (or ever) be undertaken using buses.</p> <p>They must be attractive enough to users that they are self-funding.</p> <p>They <b>MUST NOT</b> be paid for by penalising car drivers through measures such as the extremely unfair Cambridge CONgestion charge</p>



446	<p>This strategy should be more ambitious.</p> <p>Doubling bus passengers by 2030 sounds unambitious given the recent cuts, the impacts of the pandemic and the reduction of car miles required by that date (15%).</p> <p>In order for this vision to be achievable the Cambridgeshire and Peterborough Combined Authority will need to bring buses back under public control, by franchising under Bus Services Act 2017.</p> <p>This vision should include everything listed as well as:</p> <ul style="list-style-type: none"> <li>• There must be safe, speedy and accessible pedestrian movement between bus stops and between buses and other transport modes e.g. trains.</li> <li>• All stops should be connected to a footway which is suitable for use by passengers using wheelchairs or other mobility aids.</li> <li>• All stops should display printed timetable and key fare information and a location-named bus stop flag with the phrase 'Towards [key destination(s)]'.</li> <li>• Wherever possible a shelter, with seating, lighting, and timetable and real-time bus information should be provided.</li> <li>• Key edge-of-town and edge-of-village locations should be developed as 'travel hubs' with secure cycle-parking facilities and interchange facilities with demand-responsive transport.</li> <li>• Reliable bus services that users can trust.</li> </ul> <p>In addition the aspiration of "Buses are part of a fully integrated and planned transport system." should explicitly mention cycling and walking including safe routes to bus stops and secure, accessible cycle parking.</p>
-----	---

## Appendix 1b: Comments to Q6. How much do you agree with the Aims of the Bus Strategy



Response Number	Please explain why, if you wish, and add any other comments you may have.
1	Are these questions anything to do the the GCP charge, as it all seem very familiar
2	This sounds almost utopian....but would be amazing if it happens...
3	If this is not achieved I think Cambridge city will become gridlocked with cars at times, polluting, and the centre will be less attractive to Cambridgeshire citizens and less sustainable.
4	I hope this would cut down on having to change buses halfway through a journey. This all adds to the stress of wondering if a connection will turn up or has already gone and adds extra time which is irritating.
5	A multi operator ticket should be standard and affordable. Buses should operate to times to support onward commuting, for example by train, and should support the night time economy. Consideration for a limited night bus service should be considered for both Cambridge and Peterborough.
6	Again, i like where the plan is attempting to take the buses, but i doubt that it will be actioned by the CA.
7	This is just not realistic. Rural buses, for example, operated by Whippet on the X3 line are old and break down frequently. There are daily cancellations and severe delays. How would you address these problems?
8	If we don't have a good network villages will become isolated. However, I still have to rely on my car to get to the next village to access a bus service
9	The drive to digitisation must be resisted so that equitable access is available to all. Discount cannot be limited to any groups.
10	Lot of issues at the moment with ticketing as some bus operators refuse to take the Multibus ticket unless it is bought from a Stagecoach bus.
11	Routes look fine
12	Again a lovely vision but it just isn't realistic- we don't have the infrastructure to build on.
13	Aims are the 'niceties' that can't be measured thus avoiding assessment and hence scrutiny. OBJECTIVES?
14	Rather than a range of tickets. There should just be a simple low price. It should be as easy and good as London buses.
15	It will be nice to have pleasant and helpful bus drivers again. Haven't had those for s few years apart from a couple of exceptions
16	See my previous answer.
17	I suport that stated aims becuase: I am committed to a 'greener', more sustainable approach to the environment generally; I am no longer able to drive; Our present bus service is so poor as to be virtually non-existent,
18	Unless the bus is faster, cheaper and more convenient we will all continue to use cars.
19	Buses are currently dirty and littered
20	All seem like sensible aims for a public transport network
21	I agree with the strategy
22	Having stated that the bus strategy is inadequate it is obvious that it is not offering a convenient, attractive or easy solution. The strategy must



	concentrate on how it delivers as well as what it delivers. The strategy does not do this in any meaningful way as it is therefore deficient in all aspects.
23	Pie-in -the-sky, unachievable
24	Can you actually deliver? Where will the limits on accessibility and varied routes be set? Which communities will NOT benefit from the motherhood and apple pie strategy?
25	See previous answer. Regardless of any strategy the rural population will never be in favour of using buses.
26	I agree in theory that much of what is said would be good, but I have little faith that much of what has been said can be delivered as it has been done so in the past.
27	If it actually happens!
28	The bus network should be reliable and there should be more frequent busses. Plus, the app should show busses in realtime and be updated. Google maps works better in showing where the bus is. Also, the price should be reduced and you'll see how many more people will take the bus.
29	Once more no interconnections between other potential proposed modes of transport.
30	Aims and vision is constructive
31	Not sure if anyone has told you but the e scooters you mention are illegal outside of private land...
32	If we get even part way it would be an improvement I have always been conscious of costs to families and I know there have been concessions for families at times but I would like to see free travel for children in the holidays
33	Zero emission vehicles are irrelevant, better to make sure that operators are using high-quality conventional vehicles first
34	Just to have a bus service that ran regularly would be nice
35	I don't really see how a franchising agreement is any different to our current system. It won't magic any money up or force the bus companies to prioritise service and employee care over profit. Having the council decide all of the routes instead of accepting the core routes and subsidising any other specific routes won't change anything.
36	These are lofty ambitions but I suspect unlikely in reality. The guided bus was touted as the best thing ever when it first opened and unfortunately the reality is that the busses are always packed, way too hot and uncomfortable, no air con, no fresh air so stuffy as well, and rarely run on time. They also take way too long to get from St Ives to Cambridge as they make every single stop along the way. Express busses would be useful for those of us who need to go from St Ives directly into Cambridge.
37	The vision and strategy appear to be the same? A vision is fine if everyone agrees with it. Putting it into practice to suit everyone's needs is another thing entirely.
38	I notice Stagecoach have removed a lot of bus services from Cambridge to Oxford and Bury St Edmunds to name but a few so even more bus routes are needed and have to be paid for
39	Answer as for previous question. Serve small villages (request stops) on routes for the larger villages.

40	Again the point is prioritisation, these aims can be achieved with unlimited finance. What is your prioritisation strategy. In the actual document you state "Different types of services will run at frequencies shown in the table below, with all services operating at least once an hour." I could not find that table. But I think the Passenger charter should have such a commitment. Not necessarily once an hour but different destinations guaranteed minimum levels of service. There is no part of this strategy that prioritises destinations, which could include criteria such as size of community, education, health, workplace etc.
41	The low density of population and the relatively low density of employment represent a real challenge. There is a large number of people all with different travel requirements spread over a large area. Funding is therefore an issue. The strategy must NOT be funded by a Congestion Charge. It is a service for the whole population and should be self funding or supported by taxes or precepts
42	we definitely need more buses in and around Wisbech, running for longer - most buses cease after around 3pm, as do taxis as they're doing school runs. There's very few buses in the evenings - the excel from Norwich often terminates in Kings Lynn. Have you ever sat in Lynn bus station at night in the pouring rain waiting for a bus to Wisbech? it's not a pleasant experience, particularly for women who feel vulnerable. then when you eventually do get back to Wisbech, there's no circular bus round the town at all, so you have to brave walking home in the dark- again, not safe for women.
43	Needs to be more economical than driving to park and ride otherwise I'll continue to do that
44	The aims are all that we hope for.
45	Agree. With all bus stops displaying real time information about next and subsequent services that are due. Also, ALL buses to display current and next stop information.
46	It is unacceptable to use vast sums of money to subsidise bus routes. It cost me 70p a mile to use my vehicle and I drive over 5000 per year. Why should people who chose not to have a car be subsidised. They are saving 70p per mile. I am already paying out of my rates for under used bus routes.
47	The main reason I never use a bus is that it takes too long. All these changes are nice to have but the most important improvement needed is a reduction in the time it takes to get from the current Park & Ride sites to the centre of Cambridge. This requires the compulsory purchase of land to enable the widening of roads so there can be a dedicated bus lane into town. Until this is done other improvements are just tinkering around the edges. As someone who lives over 12 miles from the centre, cycling is not really an option, and it galls me to see wider cycle lanes being installed while buses get stuck in the traffic with all the cars.
48	Not enough facts : more frequent? What does this mean ? Be more specific, e.g bus every 10 minutes instead of every hour ...
49	Who is going to pay for this? The car user. A car is not a luxury but a necessity for rural residents.
50	Same as before, value for money! I would like to see this tailored to the funding available and certainly not paid by a congestion charge. It looks like

	it is written with rose tinted glasses and needs a reality check of affordability . EWR will be the way forward and we need to integrate buses into that.
51	we need a reliable bus service not everyone drives
52	The strategy will never work unless bus services are cheap, reliable and frequent. Buses would need to cover the whole of the county, not just the cities, if they are to replace cars and that would simply be too expensive.
53	In terms of tickets, the Cambridge flexi 10 is fantastic value for money and much cheaper than driving.  Could there be some express routes that just run between St Ives Park and Ride and say Cambridge North?
54	Couldn't agree more
55	The cost is a big consideration for example when planning a family journey. It can be cheaper to drive. Convenience , reliability and connectivity are important for work journeys.
56	Fails to address the aims with respect to the rural population. All too easy to weight expenditure to where the population is more dense. With the threat of congestion charge it is a very poor deal for the villages
57	If the system is made really convenient as outlined above it will encourage people to leave the car behind
58	Again with caveats. 'Direct and quick' and 'All areas ... well served' are in conflict. What is meant by 'simple fares'? I am used to systems (eg Oslo) where a single ticket gives access to all transport options and tickets are prepurchased at many outlets. Only a system as flexible as this could be acceptable.
59	We are severely restricted in this area at present. Journeys take too long if available and buses too infrequent.
60	I've held a bus pass for 2 years and never used a bus since moving here. Any improvement would be good!
61	Nobody could disagree with this - it's obvious.
62	I have private phone calls and to be honest germs are a factor to me on public transport as I have a weakened immune system
63	You haven't thought it out. Go watch Not Just Bikes on YouTube to see how Amsterdam and other Dutch cities like Utrecht integrate their systems.
64	Don't just write about it, do it
65	I wish there was more effort to improve conditions for cars. This is not easy to achieve and will only waste time and money. Not at all practical.
66	The strategy is uninformative. We're asked to agree with motherhood and apple pie. It's a waste of time and public money to to consult on this and the responses to the closed questions are meaningless.
67	Again - agreeing will give you permission to choose how to interpret the answer by saying that offroad busways are the only to achieve these aims
68	What is going on? Please remember that people live in this area - we aren't just an enormous science park! This is a part of a bigger plan which will ultimately fail..... by shipping in scientists from across the globe who have no understanding or empathy with the unique 'feel' of Cambridge so the culture will disappear. As it stands, our children now cannot afford to live in their home town - is that the plan?

69	<p>Buses run direct I refer u to my comment in Q1 Before Christmas 2020 there was an excellent understandable consultation for Cambridge with proposals based on Spacial Strategy. It was clear what it meant in terms of delivery. This vision is meaningless Based on Spatial strategy in Peterborough: medium size villages to have hourly bus services, Small villages to have an extension (original) of Call Connect - UNLESS there is a significant resource used by other villages such as a medical centre of post office.</p>
70	<p>Multi modal transport is important. I'd like to be able to take my bicycle in conjunction with the bus but I don't think there is currently a way of doing so.</p>
71	<p>In comparison with current service this is utopian but unless you aim high ....</p>
72	<p>Note that late buses are essential to night time economy in which so many young people people earn a living</p>
73	<p>This would be wonderful, but is unlikely to happen</p>
74	<p>Bus shelters and bus stops do not have adequate seating.</p>
75	<p>The statements are bland and in the "motherhood and apple pie" category. Delivery of this strategy will be almost impossible when there is a shortage of drivers, Stagecoach owner under criminal investigation and population of towns and villages surrounding Peterborough and Cambridge continue to expand</p>
76	<p>Not if it is being funded by the congestion charge.</p>
77	<p>We need a reliable service, that connects to other routes. Turns up on time. Connects to train station.</p>
78	<p>Transport to airport would be great</p>
79	<p>Buses are a lifeline to those like my neighbour and son in sawtry who arent lucky enough to drive. They must be reliable and affordable. Elderly should have free bus passes and under 18s should travel cheaply. (Those needing to get to college etc)</p>
80	<p>I live in Clay Farm (new part of Trumpington). I live just one stop from Cambridge train station but the bus takes me around the whole biomedical campus for 20-30 mins before heading to the train station! I don't know who designed this route but it is insane not to have a bus stop before the busway bridge to the Biomedical campus. You are making a 5 min journey a 25-35mins journey: this is insane. btw: who designed busway to be so unsafe? Did it have to take 2 lives to realise how unsafe it was? Why are you not doing anything about making it safe?</p>
81	<p>As a strategy it is perfect, but the current reality is so far removed from this utopia as to make it seem like a bad joke. How will the CPCA ensure that providers such as Stagecoach actually have enough drivers/buses to fulfill route obligations and that those buses will not be full as they are between Longstanton and Cambridge, meaning waits of over an hour at the bus stop until a bus can be boarded, not to mention cancellation of buses being the norm, not the exception.</p>
82	<p>It sounds great but can it be achieved?</p>
83	<p>Convenience is absolutely key and reduced costs.</p>

84	To go from villages to towns for theatre and movies you have to miss the end and still have a walk to get a bus
85	We need rapid hub to hub buses that do not stopped every 2 minutes. For example biomedical campus to Eddington. Only with this will people seriously consider taking buses for medium length commutes
86	Because the current bus service is nowhere near the standard of the aims of the bus strategy and therefore I strongly agree that these Aims are well thought out, relevant and much needed to facilitate improvement.
87	No bus in my village.
88	The need for a reliable service is necessary for people who have become isolated during lockdown.
89	I know my teenage son would use a bus and many young mums in the village need a bus service
90	Sensible and clear strategy. If achieved this will bring better prospects to our area.
91	This strategy works well to connect our community to the wider world as the village is limited in its facilities. Also if we just had a service in the morning and evening, as a minimum, that would at least enable people who don't drive to get to and from work.
92	Currently, there is not enough information about the bus timetables available on paper so people don't use them much.
93	We currently have no service at all, so an easy and convenient service would be welcome!
94	Expensive parking and petrol.
95	Agree
96	I want a bus service back, travelling together saves funds
97	I agree with the aims, but am sceptical about the commitment to provide being adhered to - is it just words?
98	Information is key. An easy to understand route and timings at peak time especially would be useful.
99	People need to get to places but no bus service only a call connect
100	Again there is a lack of joined up thinking with other public transport. It must be easy to make multi-modal journeys, for example with bus routes giving easy access to all railway stations, timetables aligned and cross-ticketing.
101	A straight forward easy to use bus route is always a good thing for the old and young. We have many elderly people in the ever growing village I live in. It's so important for the elderly to keep their independence. Having a clear and easy bus transport route would be great
102	I live in a village (Turves) that has no public transport links whatsoever, hence I would be unable to use a bus if I wanted to.
103	If the system operates as outline above it will encourage people to leave the car behind. We have a number of older citizens in our village who have chosen to give up their cars they need to be able to to local towns to shop socialise etc as well as being able to access local hospitals and clinics.
104	Pity we have the complete opposite!
105	A regular and reliable service that's affordable would be great
106	Ambitious but surely doable. I cannot see much attention to accessibility and inclusion. What about buses like London with automated ramps? Also, no

	mention of bus stops particularly in extreme weather and suitable for senior citizens?
107	all sounds nice, but nothing specific on how. Prefer improvement with minimal impact on environment by use existing travel corridors, even if this reduces connectivity.
108	This may work in some areas but not all. It fails to recognise the diverse nature of the geographies covered
109	If bus services are not easy and convenient they will not be used and will not be sustainable. Then they will cease to exist - or at least the bus providers will use the lack of passengers as their excuse to stop services completely.
110	To save on petrol and the environment. To save money on parking . To be able for the elderly to go to a shop, drs surgery or dentist or opticians. We have NO SHOPS IN FOLKWORTH, only a hairdresser. We might want to go to town to meet up with friends but no bus stuck in the village either relying on a neighbour or walk to bus stop 2 miles away. Unlit, no path.
111	I would use the bus service if it would give me the the flexibility and frequency I require
112	Good luck with all that! However, should also add... "without increasing council tax or business rates to pay for it all!" - If this "Holy Grail" of improved bus services has to be paid for by everyone paying even more council tax, then cancel it all.
113	Again an aim but I can not see it being delivered in this area.
114	It needs to appeal to people who would not normally use public transport
115	So that more people can find a job and take public transport. Living in wittering is difficult as I have no transport.
116	I live in a rural village with once a day service and want my children to have options to travel independently when they are older.
117	We need a regular reliable bus service
118	Strongly agree. Needs a change
119	Being an older person, I rely a great deal more on bus transport.
120	Made previously
121	I appreciate that attention is finally being given to passengers in small rural communities
122	There needs to be better facilities for disabled people. Having read the strategy there does not appear to be any encouragement for inform/disabled people to use a bus rather than their car
123	Reliability should be a top priority, buses should always turn up when they're scheduled to turn up.
124	In the current environmental crisis I want to cut down on my car use.
125	We need a simple safe and useable service to connect with towns and villages.
126	I put never is a previous box as iur bus service from Peterborough to Stamford was stopped 2 years ago causing a great loss for the community we would support and need a bus service
127	The village I live in has no bus service, so I have to use a car. It has a safe bus stop

128	Why is there no bus services for people from villages like Nassington. I'm a young adult struggling to find money to learn to drive but can't get a job in Peterborough cause there are no buses.
129	As we do not currently have a bus service all and any strategy to provide access to one would be welcome.
130	Concept of service not commerce
131	Elderly people are cut off without a bus service, the same as younger people who don't drive
132	All areas served Simple payment methods
133	Simple no frills service that supports non drivers to remain in the village
134	I really don't know what you mean when you say all day, but if you are going to consider leaving at 6 in the morning from the end of the route when people start their work schedule at that time, then they will still use car (or car share) and no way the buses. It's just one example out of many that I've encountered in the last eight years when I couldn't use the bus.
135	We have a terrible connective service at present at a time when we should be encouraged onto public transport to cut emissions from cars
136	This Bus Strategy describes exactly the Stagecoach buses in The Lake District which we use the whole week when visiting. It would be wonderful to have a service in Marholm.
137	This looks great, but reading the strategy in detail I don't think it is what is promised in rural areas
138	No bus service in my village, if it was there I would use it
139	All sounds exactly as it should be but I will be surprised if it actually happens
140	Rural areas may not need frequent buses but ones that run at times that work. Ie being able to go out for an evening meal AND get back.
141	Transport should be dependable, joined up, economical and easy to use if people can feel they can rely on it.
142	Need a reliable service as an alternative to using the car
143	I understand that our Lord Mayor has decreed that ALL in his Peterborough and Cambridge region are going to have a Council Tax increase to subsidise bus travel in Cambridge . What about us in the west of Peterborough who are without one completely ?
144	My home village like others used to have a limited but reasonable bus service connecting Peterborough and Stamford and National bus and Rail links - it was stopped because it was said not enough people used it - However this was sadly because the services were infrequent and even finished before the end of most peoples working day. My boss used to have to drive me home if I didn't finish in time to catch the 16:30 bus home.
145	Well described clear and concise. I've heard all the corporate propoganda on various subjects over the last 40 years or so - Let's hope you adhere to your promises. You will be the first.
146	Just want regular reliable public transport to allow rural non drivers to access services, work and education
147	It's difficult to see how anyone could disagree. The problem is turning wishes into reality.

148	Please start with the easy stuff such as "Plenty of information is readily available." No excuse for not doing it already. So many people have told me they can't find the information and it puts them off using buses. Many old people can't use the internet. That old out-of-date timetables are still on display at Queensgate is deplorable (I put up my own but many have been removed - I did seek permission but got no replies).
149	love the electric buses
150	There are still many places that do not have an adequate bus service
151	Being Convenient is the best strategy for myself as it includes adding routes
152	Think about deviation in routes. It might add 5 minutes but travelling via a community facility eg City hospital may increase overall convenience.
153	We need rural services with regular routes every week working day with times to suit
154	As explained before this will not work
155	No indication as to how it will be achieved. Second what if bus stops are far from residences. Third who hold the bus services accountable?
156	Services are required which connect new housing developments to city/town centres. At the moment, there are many new houses quite a long way from bus stops and these often include homes for the elderly and those for young families who rarely have their own transport.
157	There also needs to be support/infrastructure to support the drivers and the operators in delivering this strategy. This includes, support for driver training, apprenticeships and facilities on route to provide a good working environment, such as toilets, eating places and layover spaces. The CPCA needs to include the delivery of infrastructure provided by others to support the ambitions. Without high-quality and accessible route infrastructure then the bus network will fail regardless of the quality of the buses and the information available
158	In the "easy to use" category the importance of timely and current information on services is vital, using a combination of electronic signs at bus stops, real-time app info, twitter or facebook or website regular updates
159	Unachievable, wishful, unaffordable, nonsense
160	As above. It is pointless sorting a more comprehensive local bus service if you are still going to get stuck sitting in traffic between major hubs in the region. A rapid transport system alongside (but not on!) the A1/A14 is needed.
161	It's difficult to say, I've never taken a bus...probably because only one bus per week (going to St Neots on Thursday mornings) comes via our village. Never have I, or anyone in my house, ever needed to go to St Neots on Thursday morning.
162	Sounds wonderful - hope it can actually be achieved! If these aims are realised i know many people who would use the buses again
163	All pie in sky . Not good value for money
164	The problem we have here at the moment is that the only bus to anywhere - the Citi4 - is not reliable enough. The above Aims are good but if the buses don't turn up and are on 30 mins service that's a long wait with no seating at the bus stop
165	However, I believe that the CPCA's current policies & practices regarding facilitating Convenience, Attractiveness and Ease (of Understandability and Use) of the existing Bus Network strongly act against the achievement of



	these Aims. The CPCA's current policies & practices serve to exacerbate the Bus Network's existing lack of Convenience, Attractiveness and Ease.
166	As stated before the strategy is really the easy part; the trouble is that many inhabitants do not yet believe that it will be achieved.
167	Again, it says the nice things, but I don't have confidence in the institutions or the governance structure.
168	This has clearly been written by someone with zero understanding of road traffic conditions and having to keep to a set route and timetable. Any service is subject to delays beyond the drivers control and that can seriously impact timekeeping, reliability, frequency, speed of journey, ability to service all stops etc. There needs to be a better understanding of the basic needs of passengers - they simply need buses in which they can sit comfortably, not overcrowded, not blowing dangerous warm air around the buses, ones with windows open, space for buggies, shopping Trolleys etc. They need their bus to be able to leave from the correct bay at the bus station (without spare buses blocking bays). They need cancelled buses to show on the information. They need drivers who treat passengers nicely. They need decent working toilets at the bus station. They need visible security guards at bus station at school times and evenings. They need Inspectors back on buses.
169	Even if I could get to a bus stop there is no shelter or seats
170	We need more busses in Brampton
171	Try arriving, waiting and departing at Peterborough bus station. It is not user friendly and lacks easy to access information point. The building is in a bad state of repair and buses generally dirty and the fumes impact passengers.
172	It is important that focus is not on urban routes as seems to be the case at present. Rural areas need to be well serviced and an attractive alternative to using the car.
173	It is important that buses go to multiple destinations, we all have different needs.
174	Not sure, in the current climate , that this is achievable or realistic
175	Bus services are currently fractured and complicated. Fares can be affordable but only if you know about affordable options.
176	Everything mentioned is just as i would hope.
177	please define frequent (is that under 10 min any day of the week even during non-peak times?? = if yes, I will sell my car)
178	Tha aims are correct, but they will only be possible by getting the public used to using buses. One sure way to start this off would be completely free transport for under 25s, and lower prices generally.
179	Reliable regular and consistent are a must
180	<p>Convenient:</p> <p>The document refers to a table about frequency which is not present in the document. Without this inclusion we cannot express support for any frequency. 'Frequent' will inevitably mean different things on different services.</p> <p>There needs to be a rationale for 'range of tickets'. Having a 'range' should not be prioritised over simple ticketing that can be easily understood by all users.</p>

	<p>There must be a clear definition of ‘evening’. It is essential that buses are available for hospitality and shift workers. Service hours must be specifically stated.</p> <p>Rural routes should meet or exceed the aspirations of the Campaign to Protect Rural England’s ‘Every village, every hour’ campaign.</p> <p>There should be a ‘no stranded passengers’ aim including avoiding overlong journeys owing to delays and missed connections.</p> <p>The strategy states that “all areas are well served by bus”. Once again, this is a vague aim that is open to interpretation. a clear definition of “well served” must be provided.</p> <p>Attractive:</p> <p>The aims the Combined Authority has stated here are by and large sensible. We believe the core elements for an attractive bus service are:          Reliable, times and places          Staff are customer focussed          Buses are of a good and comfortable standard          When these standards are met the Authority will have the opportunity for authentic marketing of buses as an attractive travel choice.</p> <p>Easy:</p> <p>The strategy should view the concept of ‘easy’ from the perspective of a visitor to Cambridgeshire with no prior experience of our bus service. Would a visitor find it easy to find out how to use our buses, where and when our buses travel, and how ticketing works?</p> <p>The point “Buses run at regular time intervals and with consistent frequencies,” is crucial – people must be able to rely on the bus departing and arriving on time (with real time information if things go wrong.)</p> <p>The point “Ability for people to transfer between bus and other travel modes (walk, cycle, e-scooter, car, coach, train)” should elaborate on what the transfer experience should be like. For example - transfer safely, easily and affordably. It should also elaborate on the impact that ticketing systems will have on transfers. There should be shared ticketing so that new tickets are not required when transferring across operators and transport modes.</p> <p>This section should also include the aim of simplicity. Passengers should be certain that they have the best/most suitable ticket and route without the complex comparison of options which is currently required.</p>
181	I cannot agree with aims but probably far too much to achieve in the short term. Action needed now not years away.
182	There needs to be additional space for buggies and luggage. It’s not clear how buses will be quick, if congestion is not addressed. There needs to

	mention of how the strategy aims to recruit drivers and incentivise them to stay on the job.
183	We need Direct bus lanes where buses are not held up by queues of traffic coming in to the city at busy times
184	Clean, reliable, convenient and frequent bus services are the way to lure people out of their cars and on to the bus. We need more park and rides into Cambridge and Peterborough and these should be located more in the countryside similiar to the St Ives park. I used the bus regularly from Little Paxton but the service is now so bad that I have increased my car miles considerably.
185	I will continue to walk or cycle to activities within Cambridge that I want to get to. I think low emission buses are essential for all road users. Better links to nearby villges are needed.
186	A long wish list. Is it deliverable.
187	It must be reliable or no one will trust it.
188	While I strongly agree with the aims of convenient, attractive, and easy this section is written very poorly.  Start with the people most vulnerable to being stranded without transport, nightworkers and disabled people, and be specific about how you will meet their needs. There should be a 'no stranded passengers' aim including avoiding overlong journeys owing to delays and missed connections.  Rural routes should meet or exceed the aspirations of the Campaign to Protect Rural England's 'Every village, every hour' campaign.
189	TTP is targeting a provisional target of a 5% reduction in the overall peak period car borne traffic within 5 years with a corresponding increase in use of public transport and other reduction measures.  A range of measures were proposed in the Travel Plan to seek to reduce car use associated with the development, including promoting bus use. A frequent and reliable bus service connecting to where people want to go. Connectivity and a comprehensive network providing a direct connection is a key consideration.
190	See answer to previous question. We need flat rate fares with interchangeable tickets and frequencies of ten mins for convenience. Also more electronic info boards at stops. Evening and Sunday services need to be at least half hourly across the network. And in rural areas a basic network of bus services needs to be provided, as the current on demand service is inadequate and inflexbie.
191	Again, this is contradicting "Buses run at regular time intervals and with consistent frequencies." and "A network that evolves in response to changing needs and demands. " that gives you a means to cancel quiet routes or provide a 'once weekly' service which does not work for the modern working person.

192	I agree with the Bus Strategy Aims, but believe that the CPCA's current policies & practices regarding facilitating Convenience, Attractiveness and Ease (of Understandability and Use) of the existing Bus Network strongly act against the achievement of these Aims. The CPCA's current policies & practices serve to exacerbate the Bus Network's existing lack of Convenience, Attractiveness and Ease.
193	An important part of an improved network must be speed of travel through Cambridge city or circumvention of the city for routes that link north to south or east to west. Reduced congestion would greatly help with this
194	Just put these into action now, not spend months deliberating
195	The strategy is very ambitious and I fear a bit too much.
196	It seems to address all that is wrong with Cambs bus services at the present time.
197	But it still seems unreal...seeing is believing
198	Bus routes keep getting cancelled. Trying to find a bus service online if you don't know the bus route is very difficult. Buses are extremely uncomfortable and very unhygienic especially when crowded and over heated. It might also be worth telling the bus drivers what is expected in the way of behaviour some are exceptionally rude
199	Buses are frequently being cancelled, Bus stops and stations are disgusting
200	As before, depends on how it's implemented
201	Of course a convenient, attractive and easy bus service is desired but this must come from existing funds and not from charging drivers who at present have no alternative mode of travel.
202	Priority and expansion of byseays
203	More essential for local needs rather than frequency of services and direct routes
204	Although the aims are admirable, the execution is not sufficient. You say that all areas will be well served by bus. This is not true. Horningsea village is not going to be well served. We need a permanent and regular service. Not an on-demand service. There are no amenities in the village. People rely on service in surrounding villages and Cambridge. An on-demand bus service is too high a threshold and the vision will therefore not achieve its goal of getting people from their cars into the bus.
205	The above will only be achieved if congestion is reduced. There is little incentive to take a bus when it gets stuck in traffic, e.g. on Mill Road where there are too many cars in the way.
206	Why we need to pay for the tickets? Other developed countries offer free public transport, why UK can't offer this when most, if not all, routes are maintained by public funds?
207	Excellent theory, but from Ely there are insufficient buses to other places - Cambridge, St Ives, Huntingdon etc.
208	An easy to understandable timetable would make a big difference

209	Living Streets strongly agrees but would like a clearer definition of 'frequent' in the aims. 'Frequent' will inevitably mean different things on different services - the third 4th bullet point under 'Easy' is crucial - people must be able to rely on the bus departing and arriving more or less on time with real time information if things go wrong (as opposed to the service simply disappearing from the screen at the last moment when you may have waited a long time for it!). Bus hubs where passengers can comfortably wait and easily and quickly change to connecting buses will also be a crucial component to deliver especially for travellers outside central Cambridge.
210	Routes across the city - not having to change at city centre
211	I believe we need more frequent services. The service is likely to be used more if travelers are confident a bus will be there when they need it without a long wait.
212	Comprehensive real-time signage at stops and on-board. Like in Leeds for example.
213	Integrated ticketing system similar to TFL and elsewhere in the country (E.g. Nottingham, Manchester, Birmingham) is the need of the hour.
214	I'd love to be able to take a bicycle in a bus and finish the journey from the end of the route! Like on trains. This is another thing keeping me from using buses.
215	Fares need to be cheaper than at present (ignoring the current £2 single fare). Tickets need to be interchangeable between operators.
216	But it's all rather vaguely expressed - would be hard NOT to agree. In reality the devil will be in the detail.
217	They are great sums if they can be fulfilled. It would be better if they were smart targets and ensure they are achievable
218	It will encourage green economic growth.
219	Although I strongly agree, each aim needs to be specific and measurable. Services into the evening need to cater for shift workers. Simplicity is also key: passengers should be able to see at a glance that they have the best, cheapest ticket.
220	What is set out is good but lacks the specific detail which could make it excellent. Transport services elsewhere (my experience is Netherlands and Iceland) feature accurate information, reliable services, excellent time keeping and timetables starting in the early morning and running past midnight and simple fare structures with cost efficient pricing compared with running a car,
221	The aims need to SMART.
222	There should be good ventilation to minimise infection risk.
223	Simple, reliable and fair priced. The £2 travel cap is such a smart targeted benefit. More of this please. Private car travel is no longer sustainable.
224	Busses are old never on time not ulez compliant very rusty busses
225	Who would not agree with these aims? This has to be set against a downside to judge the balance. This is a loaded question so my reply is neutral

226	<p>These are the right aims, but expressed vaguely. We need concrete measurable targets. I.e. what will frequent mean? In my view for most routes in and around Cambridge and Peterborough frequent means you don't need to look at a timetable because you know there will be a bus soon, as in the UK's major cities. Until this is achieved buses will not displace cars. In rural areas we must achieve or exceed the aims of the "every village, every hour" campaign.</p> <p>Simplicity is also key, there should be no confusion about how to get the most affordable ticket and multi step journeys should integrate effectively.</p>
227	<p>"Into the evening" is poorly defined, and often not enough. Many buses stop at 5pm on a Sunday, for example. It would be good, for example, if there were buses back to the villages to connect with the last trains into Cambridge...</p> <p>Also "speed" of buses isn't just about expensive busways. We need some frequent, fast, direct routes - not for *every* bus to take long winding routes via the hospital..</p>
228	<p>I consider the presentation of the aims as put forward above to be disingenuous - verging on the dishonest. This is not a neutral way to present the proposals, and get valid meaningful informed feedback.</p>
229	<p>So many people are stranded in their towns because of deleted bus services. We need to affordably reach out to everyone with sensible transform, affordable and regular.</p>
230	<p>Children should be free under 18</p>
231	<p>I have boycotted busses since the congestion tax was proposed</p>
232	<p>As before, the financing proposals for this service are not acceptable.</p>
233	<p>Reliability needs to be front and centre. Some routes already have things in theory, but often busses do not show up when they are meant to (the number 2 especially often has no shows multiple times in a row). Being able to pay easily and know the route is direct is worthless without busses actually arriving and users being informed rather than left wondering at bus stops.</p>
234	<p>Again, it is a dream of bus utopia. I have strong doubts that the GCP could organise this. I do NOT support a congestion charge.</p>
235	<p>These are all good goals, but some are missing, and there is a lack of things that could actually be checked/measured.</p> <p>Not just 'ability to transfer': it should be easy/catered-for (e.g cycle-parking at stops). Ticketing should operate across modes.</p> <p>What does 'frequent' mean in practice? When does 'evening' start and end? Why a 'range of tickets'. Just make it cheap and simple.</p> <p>Information (routing, status, usage) must be supplied in open form. Both map-based and route-based information is needed (different people need one or other format). Booking mechanisms must not require a proprietary app - there must be an open open API that can be used by anyone/any software.</p>
236	<p>Inconvenience, cost, time consuming</p>

237	It's not sustainable. The prices will be cheap but when there is four of us it's not cheap.
238	It's not achievi
239	It sounds good but in reality it is not desirable as buses are a slow option. I sometimes travel to st ives for work. It would take me nearly 2 hours - walk to bus stop, wait, get bus to train station, wait 20 mins, catch guided bus to st ives, walk to place of work. Or drive there in 30 mins. Time is precious and i simply dont want to spend an extra 90 mins each way travelling by bus.
240	The idea is good but in reality it won't work. The underground in London runs consistently and there's a train every few minutes
241	Cars are still needed by some people ie with a health condition.
242	Reliable services, yes. Small fares supported by congestion tax, no thank you. If the company is able to provide services at small fares then perfect, if it is not able to do so, then it will need to charge an appropriate fare
243	My area (although in the city center) is not served by buses. They won't be in the new plan either. Besides - since there is a shortage of bus drivers at the moment, how are you going to encourage new ones to work? It's not going to work, and it's bad for the residents.
244	It assumes buses are the universal solution to a problem, or set of problems, that it doesn't define.
245	Sunday services should be brought up to date,as they are run when shops were closed on a Sunday,
246	if you want us older ones to give up our cars drop the bus pass age down to 60
247	We will see if it is affordable and how dependable is going to be.
248	Your Bus strategy plans are a pipe dream and not practical. You dont have enough bus drivers now, where do you think you are going to get them from in the future. Your strategy is theoretical and has no correlation with real life.
249	Great idea, never going to become reality.
250	This has to apply to all parts of Cambridgeshire not where it suits your agenda
251	Reliability is key
252	Saying ALL areas will be well served by buses is easy to say but the actions of recent years where bus services have been significantly reduced suggests a query over this commitment. Actions speak louder than words and I remain to see whether this survey is anything more than a talking shop with lip service to the public for an already decided reduction in bus services
253	What accessibility issues are you addressing for disabled people
254	Nice ideas. Not sure how much I trust that they'll actually be implemented though given the current state of Cambridge's bus network
255	Agree - but there is some vagueness in these statements, e.g. what does "frequent" mean? Rural routes should meet or exceed the aspirations of the Campaign to Protect Rural England's 'Every village, every hour' campaign.

256	Living in a village with infrequent service which is also expensive puts me off bus use. Also, a system of integrated ticketing would help - currently have to buy separate ticket to get around Cambridge for example which adds to cost.
257	It's all a dream. Fix the pavements and roads properly first, then see how much money you have left over for these dreams.
258	Cheap and easy ticketing and opportunities to transfer between different services are both great
259	However, these aims should be properly defined and quantified so that delivery can be properly measured.
260	Of course I agree with the policy but how are you going to achieve it? Living on Milton Road the bus service has gradually been eroded. Where are the buses to get us to Addenbrookes and other parts of the city without having to change at Drummer Street. Fortunately I bike most places as I don't drive but I despair whenever I need to take a bus. So yes improve the service but it needs to be reliable, fast, clean and cheap and for it to be so good people don't think 'car'.
261	I agree with the aims, although I think they lack specificity. They are open to interpretation, which leaves room for watering down of aims or failure to deliver on them. In order to strongly agree with them, they need to be specific.  Regarding "Routes connecting to places and activities that people want to get to", this needs to be driven by data and talking to users and non-users. There is lots of evidence to suggest that bus services in the UK do not meet the needs of people with more varied responsibilities, like informal care or jobs outside of the 9-5. This disproportionately affects women and needs to be addressed if the service is to be inclusive and meet the diverse needs of the community.  It is not good enough to have "Plenty of information readily available". Information needs to be targeted to the user, clear, and useful. Again, the requirements of different people are important here, and we need to ensure that any information meets the needs of non-native english speakers, visitors who don't have good english, and those who are differently abled.  A "Passenger Charter" is all well and good, but the purpose of such a charter needs to be clearly defined in the aims of the project.
262	You cannot achieve these aims. The population is too small and too widespread to achieve this.
263	These are nothing new and should be default and achieved years ago. What is stopping you? The aspect that is missing is Protection of Heritage. There is no vision or understanding of the medieval city of Cambridge. Narrow streets - narrow bridges, too few bridges, unsuitable for buses! The naivety is unbelievable.
264	I think these sound admirable but unrealistic. That's just not the way busses work.
265	Whilst I agree with the overall intent of this strategy, I do not think it is achievable.



266	Agree with the aims but not convinced they can be delivered based on past experience
267	It is 'generally' accepted that those who don't use buses regularly think they are worse than they are, and those who use them regularly have a better acceptance of any 'issues' such as delays caused by car traffic. {the current shortage of drivers and mechanics is clearly a short term issue (like shortage of fresh vegetables?)}
268	A pipe dream. Force the use of online purchasing and deliver
269	buses will never enjoy a great public image, there is a reason why rich people travel in limousines and private jets. also, there's no way travelling on a bus will ever feel safe considering the current state of law and order and police. waiting environments are extremely unattractive especially in a country as cold and wet as England, and you cannot afford heating them.
270	Sounds ideal but won't work. It's unrealistic. A lot of people may be dropping kids off en route to work. I have to drive to my school. Bus times may not match times needed to start work. Try as you like, modern living isn't conducive to all people being on bikes or buses!!
271	The aims are vague and open to interpretation. There is also no clarity on how success will be measured or providers held to account.
272	The bus strategy should be integrated with a light rail system running thru the centre, with buses running at the extremities
273	The aims are good but vague, and do not provide information on how will we know if you have succeeded in your goals.
274	It's all about reliability (and frequency). If the buses are there then I am sure people will use them
275	There are many odd phrases in the strategy. Such as "Buses run direct and quick", but their very nature they need to stop often and are far from direct. A common ticketing solution is good, as would be accurate information over timings etc.
276	Again, those living in a rural location are never going to have the same level of bus service that is found in a city & neither do we want it.
277	My friends in the villages don't trust the present bus services so you'll need to work very hard to bring faith & reliability back to the word 'BUS'.
278	Even if you meet these demands above, as things are now, I don't think people will switch due to the reasons stated in the previous answer. I know you are comparing it to London but London has lots of other methods of transport and many more people.  It would be welcome to have a better bus service for sure but I feel this is tied in with the congestion charge as the main driving factor and probably the only reason people would move (forced) to a bus. Again, it will be the poorest that do as they won't have a choice which seems extremely unfair.

<p>279</p>	<p>Lots of great stuff in there, but the "simple fares" is something hard to do. In London, it's easy, one uses a credit/debit card and hey presto it computes the cheapest fare for me. On Stagecoach it's an utter nightmare. If I want to do two short journeys it's extortionate.</p> <p>How will you enforce zero emission buses? Why is this not ALREADY a requirement? Buses travel through parts of cities that are already congested and densely populated. This is an URGENT requirement.</p> <p>Fares need to link in with other transport options, such as train and (if it ever happens) tram. There's nothing here about cohesion at all.</p> <p>Buses need to run early and late, preferably 24h even if at longer intervals. If they are electric they will also be quiet, so no problem for locals.</p> <p>Why is there nothing in here about bringing in buses with continental style systems, i.e. a door at the front for entry and one in the middle to get off. This really speeds up the process of bus travel - I know, I witnessed it for years!</p> <p>Where is the equivalent of the European "job ticket" where employers negotiate with the bus company to obtain a discounted ticket that, hopefully, keeps them from taking their cars?</p> <p>Nothing about bicycle transport on buses? I've seen this in many places, in Cambridge zero effort at all (no surprise when it's Stagecoach).</p> <p>Currently when I take a local bus, I am either at a stop without timetable information, and definitely no electronic "live" information, or - often - the "live" information is just the timetable regurgitated. It's not "live" in any sense of the word. In the modern world, doing this better is NOT difficult and other countries have been doing it for DECADES.</p>
<p>280</p>	<p>Time. A car or bike journey is direct. Many journeys even within the city, would need at least two buses, plus walking between start to bus stop, to next bus stop, then at the end of the journey. A simple trip to Addenbrookes from Stanley Road involves two buses, three walks and a minimum of one hour, average of 1.5 hours.</p>
<p>281</p>	<p><b>CONVENIENT</b></p> <p>The document refers to a table about frequency which is not present in the document. Without this included we cannot express support for any frequency. 'Frequent' will inevitably mean different things on different services.</p> <p>There needs to be a rationale for 'range of tickets'. Having a 'range' should not be prioritised over simple ticketing that can be easily understood by all users.</p> <p>There must be a clear definition of 'evening'. It is essential that buses are available for hospitality and shift workers. Service hours must be specifically stated.</p>

	<p>Rural routes should meet or exceed the aspirations of the CPRE’s ‘Every village, every hour’ campaign.</p> <p>There should be a commitment to ‘no stranded passengers’ including avoiding overlong journeys owing to delays and missed connections.</p> <p>The strategy states that “all areas are well served by bus”. Once again, this is a vague aim that is open to interpretation. a clear definition of “well served” must be provided.</p> <p><b>ATTRACTIVE</b> The aims the CPCA has stated here are by and large sensible. We believe that the core elements for an attractive bus service are:</p> <p>Reliable (times and places) Staff are customer-focussed Buses are of a good and comfortable standard When these standards are met the CPCA will have the opportunity for authentic marketing of buses as an attractive travel choice.</p> <p><b>EASY</b> The strategy should view the concept of ‘easy’ from the perspective of a visitor to Cambridgeshire with no prior experience of our bus service. Would a visitor find it easy to find out how to use our buses, where and when our buses travel and how ticketing works?</p> <p>The point “Buses run at regular time intervals and with consistent frequencies” is crucial – people must be able to rely on the bus departing and arriving on time (with real time information if things go wrong).</p> <p>The point “Ability for people to transfer between bus and other travel modes (walk, cycle, e-scooter, car, coach, train)” should elaborate on what the transfer experience should be like. For example – transfer safely, easily and affordably. It should also elaborate on the impact that ticketing systems will have on transfers. There should be shared ticketing so that new tickets are not required when transferring across operators and transport modes.</p> <p>This section should also include the aim of simplicity. Passengers should be certain that they have the best/most suitable ticket and route without complex comparison of options.</p>
282	All very noble aspirations and I support them strongly.
283	I have just got home after catching a bus into town. The bus was just plain dirty, so hopefully that will improve!
284	Again who would not want this? What are you proposing and how will it be paid for. A Strategy will not get me to work. We need actual buses.
285	The simple fares and a unified payment system would be a great addition to modernize the service! I also am a big fan of the current bus tracking services online and would love to see that widely available and advertised (e.g., posters with QR codes at different stops, easy to use web and app interface)

286	The aims stated are a utopian dream, unrealistic and impossible to achieve.
287	<p>Key issues for you to focus on (which I can see are both currently lacking) are the Marketing, and also the provision of Waiting areas.</p> <p>Marketing: at present, this only seems to take place "preaching to the choir", i.e. bus services are advertised on buses themselves! There seems to be zero attempt to reach potential customers who do not already hang around at bus stops. A huge un-tapped market of potential customers is out there.</p> <p>Waiting areas: on two recent long-ish, multi-stage bus journeys, I was struck by the huge contrast between the pleasant comfort of the environment within the bus itself, compared to the appalling, unacceptable environment of the area where I needed to wait for nearly an hour between my separate services (each only hourly at that time of the evening, and not coinciding hence the long waits). In once case the changeover was at Drummer Street; a second time my potential long wait would have been at Addenbrooke's [in that case in fact I chose to exit my first bus where there was a 1.5 mile walk home instead, rather than wait 50 mins in the cold!]. You may aspire to more frequent services, and/or better through-routes, but really you could greatly improve the user experience within the current service routes and schedules simply by putting in safe, comfortable waiting areas at these key interchange places such as Addenbrooke's and Drummer Street. I'm happy to sit and read my book while waiting if need be, but in order to do that, the waiting area needs to be at least as safe and warm as the fancy buses are.</p> <p>As for 'Zero emission buses' - I view this as a 'nice to have', but really I would much rather you keep buses from the existing fleet running in order to ensure a larger overall fleet and therefore more services. Well-used bus services will represent a reduction in emissions compared to private cars anyway, so it does not matter so much if they are zero emissions, to my mind.</p>
288	I can't use a bus as I have a disability that prevents me sitting for any length of time. I don't see such disabilities catered for in any literature. Secure priority standing areas are needed with disability signage. Not all disabilities are the same.
289	Reliability very important
290	Where are all the buses and drivers going to park?
291	No risk-benefit analysis
292	<p>The aims quoted are completely generic, they could apply to anywhere in the United Kingdom or maybe even the world. They need to be far more ambitious and relevant to the Cambridgeshire and Peterborough area.</p> <p>Everything is lacking in detail and is too ambiguous and left open to interpretation which means it can't really be measured against the aims. I expect far better and want to see far better in the final version of the Strategy document.</p>
293	See my comment on the previous question. What matters is delivery of service improvements. Don't have a long list of nice to haves to get bogged down in. Find something you can actually do and do it !

294	The aims are correct, but need to be supported by clear success measures, which are currently lacking.
295	<p>But your aims are already at cross purposes. It is not possible to have bus routes that are both "direct routes with little deviation" and "connecting to places that people want to get to"</p> <p>Yes the bus services need to be improved, but not by penalising car drivers through a congestion tax. Buses cannot meet everyone's need all the time.</p>
296	<p>However, these aims are vague and very open to interpretation. There is no clarity about how success will be measured, which is vital if service providers are to be held to account.</p> <p>The document refers to a table about frequency which is not present in the document. Without this inclusion we cannot express support for any frequency. 'Frequent' will inevitably mean different things on different services.</p> <p>There needs to be a rationale for 'range of tickets'. Having a 'range' should not be prioritised over simple ticketing that can be easily understood by all users.</p> <p>There must be a clear definition of 'evening'. It is essential that buses are available for hospitality and shift workers. Service hours must be specifically stated.</p> <p>Rural routes should meet or exceed the aspirations of the Campaign to Protect Rural England's 'Every village, every hour' campaign.</p> <p>There should be a 'no stranded passengers' aim including avoiding overlong journeys owing to delays and missed connections.</p> <p>The strategy states that "all areas are well served by bus". Once again, this is a vague aim that is open to interpretation. a clear definition of "well served" must be provided.</p> <p>Attractive: The aims the Combined Authority has stated here are by and large sensible. The core elements for an attractive bus service should be:</p> <p>Reliable, times and places Staff are customer focussed Buses are of a good and comfortable standard</p> <p>When these standards are met the Authority will have the opportunity for authentic marketing of buses as an attractive travel choice.</p> <p>Easy: The strategy should view the concept of 'easy' from the perspective of a visitor to Cambridgeshire with no prior experience of our bus service. Would</p>

	<p>a visitor find it easy to find out how to use our buses, where and when our buses travel, and how ticketing works? This is certainly NOT the case at the present time.</p> <p>The point “Buses run at regular time intervals and with consistent frequencies,” is crucial – people must be able to rely on the bus departing and arriving on time (with real time information if things go wrong.)</p> <p>The point “Ability for people to transfer between bus and other travel modes (walk, cycle, e-scooter, car, coach, train)” should elaborate on what the transfer experience should be like. For example – transfer safely, easily and affordably. It should also elaborate on the impact that ticketing systems will have on transfers. There should be shared ticketing so that new tickets are not required when transferring across operators and transport modes.</p> <p>This section should also include the aim of simplicity. Passengers should be certain that they have the best/most suitable ticket and route without the complex comparison of options which is currently required, and which increases dwell-time at stops while passengers seek the best travel deal from drivers.</p>
--	--

## Appendix 1c: Comments to Q7. How much do you agree with the four main principles of delivering the Bus Strategy?



Response Number	Please explain why, if you wish, and add any other comments you may have.
1	Cost effective way...What does that exactly mean
2	Itsunaffordable
3	So very well having such idealised aims, but had to work in practice. Our local bus service is appalling and has been gradually degraded over the years. We need more than a vision for improving it. We need a bus service!!
4	We have several providers in this area and it would be great to see them work together to provide better service
5	Flexibility should be built in with regular reviews.
6	Buses should be generic, as seen in London and what is proposed in Manchester.
7	The private companies were bankrupt and you fuffed around. The government and local authority subsidy is millions yet you are unable to provide a proper service.Useless spending too much money on administration and management.
8	<p>Page 12 states "Services radiating out in all directions from Cambridge and Peterborough to market towns and villages. Some of these will offer more direct route s with fewer stops, making journeys faster.".</p> <p>The bus from my village used to run every 30 minuets - it was ran by PCC, it was a fare price and it got people to where they wanted to go in good time. Now that stagecoach run the route, i don't even consider using the bus. Its cheeper for me to drive into town and pay to park in a private carpark, not to mention its quicker and easier, allowing me to change my plans and take my time.</p> <p>The fact that the bus that comes to my village takes a very long route around the city it stupid, it leaves Newborough, and gose around werrington (Along the same route where there is a bus every 10-20 minuets) and then heads out the back of werrington into dogsthorpe, again where there is already a regular us service. It dose not pick up any other passangers in thease area, mainly because they all get on to the more regular, direct busses. It takes upwards of an hour to get into the city centre via bus, and then how ever long for onwards travel on other buses. Its discusting that stagecoach thinks its okay to waste peoples time just to attempt to squeeze more profit out of a route. If the route isn't filling there back pocket enough then that there problem, they are the ones making it out like there 'heros' providing a 'public servive'... Getting the bus is pointless for me, end of... should i get into the fact that a bus arrives in the sleepy village full of elderly people at midnight?</p>
9	What about addressing the current problems first? Operators that fail to operate published timetables and let down commuters on a daily basis.
10	Reliable bus service will encourage residents to not use their car, better for congestion and environment.
11	The growth in passenger numbers aimed should be the primary aim. An integrated public transport system will achieve the same.
12	More people in the UK uses buses rather than trains but trains usually get all the investment. Need to ask UK Government for more investment.



13	With the current issues with bus driver recruitment, this will undermine the delivery of any strategy
14	are the combined authority capable
15	You will not get regular buses if it continues to be inter political arguments all the time. How about the planners using the buses for a week to see how things really work
16	Meaningless clap trap to avoid accountability. Where are the OBJECTIVES?
17	Not sure point 2 should be driving decisions. Rather creating an income stream that will mean the council can sustain this service over a long period
18	Principles are fine - it will be interesting to see how aims can be achieved.
19	This is all corporate business speak. Why does it matter to bus users if the bus service is " Using the best operational model of provision to achieve the necessary step change in the most effective way" - what does that mean for us?
20	Private companies put profit first - that is why they exist. They always have better contract negotiators than the Authorities because they pay them more and they specialise. If they fail to make sufficient profit they can pull out - usually because penalty clauses are not good enough - and the Authorities pick up the tasks and tabs.
21	Just need to make sure services are not at the whim of private operators
22	Accepting the bus strategy is both inadequate and deficient it therefore follows that the underlying principles are also incapable of delivering the solution required. A re-hash of old ideas that have consistently failed to deliver a reliable service is in itself doomed to failure.
23	Important to consider working with surrounding counties that people live in but work in Cambridge. A bus service focusing on Cambridgeshire and Peterborough does not address this
24	Pie-in-the-sky, unachievable
25	More ambition along the lines of 'have you stopped beating your partner?' There can be no opposing these aims, but they are meaningless without budget and providers to deliver
26	Good luck - it's never going to work.
27	The financial backing is needed if this were to ever come to fruition
28	Again, if it happens.
29	Where is evidence on where people are travelling from and to?
30	TING was good but under the new provider it is terrible
31	I would 'make it not for profit' reinvest and keep fares low
32	The principles could relate to any mode of transport....not necessarily buses. In fact would make more sense if you were talking about an overall transport strategy. As it stands it is meaningless.
33	Agree need partnership working
34	I Partnership and integration If Stagecoach had competition it may help to improve their service
35	MOST importantly, profitability should not be a factor. Obviously you want it to be viable but there will always be routes that are not and these should be retained as they are often used by those most in need of a bus service.
36	It all states the frankly obvious.

37	Villagers need to connect to other essential services outside the village, ie doctors, dentists, shops etc
38	When implementing strategies, it would be good to think beyond the 'growth' of the company (doubling passengers, making profit, etc), as bus service is and should remain a service for people.
39	A continuous cycle of passenger growth is not sustainable unless you have exact provisions in place to accommodate for a further need of more busses. Don't just keep piling more and more passengers onto existing busses as you do now.
40	I think you have to look at funding and providing a lot more bus routes than are available now before doing a survey asking people about what they think of bus services when there are next to none to start with!
41	For this to work, the provision cannot be driven purely by commercial considerations, so a strong degree of democratic "ownership" is required. Conversely, it can't be subject to changes in political representation. This will be an incredibly difficult balance to strike...
42	Make using public transport more attractive than travel by private car.
43	Operational model of provision appears to confine itself to thinking of buses, whereas this may not presently be the case and may well change in the future before 2030 in some cases.
44	Re buses that need an app on a smartphone - I don't have a smartphone. how would this work for people like me? Buses need to be inclusive, and many people, especially the elderly do not have smartphones.
45	not exactly revolutionary
46	Is delivery achievable.
47	Yes. This is the ideal. But, will it be achieved. There needs to be political will!
48	A lot will have to be done to encourage current car drivers to change and use the bus network.
49	Typical gobbledygook from Local Councils who are incapable of managing budgets and providing services for rate payers. Use the money on repairing the public highways.
50	See my earlier comments - these are all nice words but they don't address the big issues.
51	Just generic utterances - what is the model going to look like, which partnership. Hat is integrated with what, ...
52	<p>I agree with the partnership and integration principles of the strategy but I don't think that a 'build a good service and they will come' model will be enough to snap people out of the habit of using the car on its own. At least not quickly enough for the bus network to become self sustaining and successful longer term. Bus prioritization is great but should be implemented alongside measures to discourage people from using their cars. I have a car and admit that it generally appears far more convenient for me to use it over the bus or train as I can get to my destination (or free parking within walking distance) for half the price or less. The price of using the car is even lower when taking passengers vs travelling on the bus (£12 for two adult return tickets to the city and back vs £3 fuel costs in the car). I'd be willing to sacrifice some time possibly spent in traffic for that saving.</p> <p>Also, I would be wary of creating monopolies on bus lines as it risks the</p>

	companies becoming complacent with passengers having no alternatives. Is it possible to award multiple contracts, have shorter contracts or have a council-run competitor to keep the companies honest?
53	Waste of our council taxes to fund these levels of bureaucracy. Get rid of the Combined Authority and give the money to the district councils who serve the residents.
54	Believe in integration. I would like to see the evidence that you will get passenger growth considering the Ting service introduced couldnt provide those numbers. I certainly dont think it will happen if you introduce a congestion charge, well not to the figures you may think. No transparency on the growth here or the current numbers.
55	see previous note
56	I have no idea what any of that means in real terms.
57	Reliability of service is absolutely necessary!
58	Don't understand what a 'continuous cycle of passenger growth' means. The maximum is 100% of all passengers, what is a 'continuous cycle of growth'. Growth is growth not a cycle.
59	Is Partnership sufficient to achieve the aims? Do we need to go down a franchise route to allow busy city routes and currently less busy rural routes to be linked together to maintain a robust system across the whole region?
60	Principles are fine but irrelevant if delivery is not apparent.
61	I don't understand the terms. One part of a strategy must be a long period of engendering acceptability of the offered service.
62	Getting people on busses generates revenue and can reward private operators, but cross subsidy is essential - I agree that a reliable attractive service attracts users and then revenue. A good service (even at unpopular times) is needed to make it possible to ditch the car.
63	Build trams, make it publically funded and have efficient and frequent suburban connections with trains and buses into the city. ThEN, people will trust your public transportation enough to park their car or take village bus to connect with city trams that will never get stuck in traffic and will always be more appealing than a cumbersome bus that is always at the mercy of traffic. It would be lovely to say buses will never be stuck in traffic if there are so many that people will use them over cars but you are delusional and naive if you think you can switch a smooth car ride for a jostling bus. Trams operate smoothly and quickly. Trams are the way to go not more of what you already have: ineffectual and unreliable buses.
64	Make space for bikes on some routes
65	Lot of unachievable aims put together in a word salad.
66	The strategy is uninformative. We're asked to agree with motherhood and apple pie. It's a waste of time and public money to to consult on this and the responses to the closed questions are meaningless.
67	An agreement will give you licence to add any bus route however much damage it will do
68	No need for it! utter white elephant-well done!!

69	<p>Ref to Q 1 with the addition - LA and Combined to use their duty to cooperate eg Rutland have just got £22m levelling up - could some be used to connect to Stamford and Peterborough via wittering, Wansford, castor&amp;Ailsworth, Bretton Centre &amp; Peterborough</p> <p>Before Christmas 2020 there was an excellent understandable consultation for Cambridge with proposals based on Spacial Strategy. It was clear what it meant in terms of delivery. This vision is meaningless</p> <p>Based on Spatial strategy in Peterborough: medium size villages to have hourly bus services, Small villages to have an extension (original) of Call Connect - UNLESS there is a significant resource used by other villages such as a medical centre of post office.</p>
70	Needs to be flexible to adjust to change there are several routes that could best be served by smaller vehicles e.g. mini buses.
71	I mostly agree with the 4 principles. However, partnership with private companies doesn't work now and it won't work in the future. All UK buses should be under the direct control and management of elected local authorities
72	The operational model will require that smaller buses are used where a service is essential but overall numbers are low. A degree of route flexibility, prior to on demand services in the future, is also necessary if the service is to convince sceptics
73	It's a nice principle but doesn't mean much when there are no buses you can actually use
74	The strategy relies on increased staffing and investment by others - no mention of incentives for them to do this
75	Not if it is being funded by the congestion charge
76	Integrates with trains.
77	But again, the provider needs to be accountable and held to account. Too many of their services are a running joke.
78	<p>I read through the strategy and did not find anything to address any of my pain points:</p> <p>1- Add a stop before the busway bridge to the biomedical campus and cut my journey to the station 5 times!</p> <p>2- Make busway safe for the cyclists and pedestrians</p> <p>3- Make a high speed north-south bus route. Journey time on buses during rush hour is insane. Either you add high speed bus routes or buses are as unattractive as they are now</p>
79	Passenger growth will lag service improvement
80	Convenience and cost are really what most people are interested in and improved health and environmental outcomes.
81	Needs to consider people's work times How clubs and activities run so people can get to events and back
82	We need rapid hub to hub buses that do not stopped every 2 minutes. For example biomedical campus to Eddington. Only with this will people seriously consider taking buses for medium length commutes
83	These four principles seem - on paper - good ways to facilitate much needed improvement.
84	It's not partnership if you charge a congestion charge. That's division.
85	No bus in my village.

86	If the service becomes regular and reliable it will survive.
87	I think it is important to state that the reason the bus service was cancelled for Wittering and the surrounding villages was lack of use. Therefore, I believe that careful consideration should be taken in the amount of services to these areas, so they remain financially viable.
88	I don't understand the very vague statements above which have little meaning in terms of actions and timetable
89	Whilst I understand the need to be cost effective, in the past this has meant excluding routes which do not make enough money in favour of those which do. Unfortunately this leaves people in rural communities, who are far from the nearest amenities and services, neglected.
90	Agree with aims, but sceptical about delivery
91	Villages and towns are constantly increasing in size so if the buses are there, and reliable they will be used
92	Enhancement of service and conditions of bus stop waiting area/information needs improvement
93	Making a bus service available would be so beneficial and I believe you would have a constant flow of passengers. Even if the bus service was only 2-3 times a day. I also feel it would open up opportunities for people who are unemployed to get jobs if they don't drive.
94	Unfortunately using 'the best operational model', usually means cuts to services as happened in our village.
95	It's a bit jargony and vague. The earlier parts were in plain English, this leaves a lot open to interpretation.
96	Unless as part of your delivery strategy you were committed to providing bus services to and from Turves, the programme is largely irrelevant to me.
97	Principles are fine but irrelevant if delivery is not apparent
98	What about 'accessibility for a diverse population' as your fifth main principle?
99	Bus services that are privately owned should not be subsidised. These are private businesses and need to be operated on a commercial basis. Where services are cancelled, community initiatives should be used to fill the void. (Similar to FACT in March).
100	all sounds nice, but nothing specific on how. Prefer improvement with minimal impact on environment by use existing travel corridors, even if this reduces connectivity.
101	continued passenger growth may not be sustainable in the long term
102	It's meaningless management speak.
103	As a non-driver I NEED buses!
104	Apart from "passenger growth" which is understandable, the rest of the wording is just "blah blah blah".
105	While the principles may be aspirational delivery is another thing and I can not see the delivery being achieved with the current commercial provider
106	A cycle of growth and improvement is important but it's chicken and egg, you will only grow customer numbers if the starter service is reliable and frequent enough to drive a personal change such as commuting by bus.
107	We need a bus service to reduce social isolation.

108	by
109	Been convinced about the green use for the service
110	There is no mention of help for disabled
111	We should strive to enable travel by public transport and reduce the number of cars.
112	put never is a previous box as iur bus service from Peterborough to Stamford was stopped 2 years ago causing a great loss for the community we would support and need a bus service
113	People will use a reliable well run bus service with a decent timetable.
114	Are communities an equal part of the partnership or will they get what they're given?
115	The more buses plus a timetable you can rely on means more passengers.
116	Not sure how you will deal with franchise if no bidders
117	It's NOT a strategy we need in our area it's an actual bus service . Without a vehicle we are trapped in our village .
118	Growth will only happen by working in partnership with others including the communities and client groups which they hope to serve alongside the operators so that they can operate at a level of profitability to maintain and grow the services
119	Need much more detail
120	See previous comment.
121	The principles are fine but in my opinion the "best operational model" is not franchising in a largely rural county. Far too expensive for the taxpayer for a start, and you can achieve your main aims without it.. Partnership with operators and getting the basics right can work just fine if done properly. You can run "an integrated network" without franchising - it's largely about getting the marketing right.
122	Partnership with citizens should not rely on surveys but include creating multi-stakeholder groups across the County that can contribute ideas and opinions in the immediate and long-term development of the bus services. PS. Technically the 1st principle is an aim.
123	its essential to also focus on reducing the carbon footprint
124	Pre booking a bus is not always the solution a day before
125	The document doesn't currently state clearly enough the dependence of all the partners to deliver the Strategy. Great emphasis needs to be made of the role of other partners and their accountability in supporting the CPCA in delivering the bus (Public Transport) ambition) this has to be much more than just operators.
126	Unachievable, wishful, unaffordable, nonsense
127	Buses are simply not ambitious enough and highly unlikely to be efficient and convenient in 10-15years time due to continued growth in the combined authority region. Think bigger and more long term.
128	I don't think there are sufficient staff (bus drivers) to deliver this plan.
129	Again, poor services will not attract passengers then bus companies say there are no passengers so we will cut services further. It is high time to reverse this trend and provide services which will attract passengers
130	You are incompetent

131	Whereas I agree that passenger growth is an admirable target, you can have that if the services are failing. I am a strong believer in subsidised bus services to help free up our roads but you have to acknowledge that for older people and often youngsters with kids for multiple drop-offs, a car is much more convenient. You must accept that you will never remove cars from village locations - we cannot survive without them
132	While all 4 principles are important I believe that 1 should be the ultimate principle but that principles 3 and 4 are fundamental to delivering it. In contrast, I believe 2 is less important than 3 and 4, although what is the 'best operational model' will vary dependent on local geographical and market circumstances. The CPCA's speedy delivery of 3 and 4 is essential, and this speed may be impacted by which operational model of provision the CPCA decides to adopt.
133	Once again - how do people know that the resources will be in place - both. Buses and drivers - for this to actually materialise.
134	Again, it says the nice things, but the institutional and structural barriers are entrenched and cannot be resolved at a local or regional level. Ministers created these problems, and it's up to them to resolve them.
135	Partnership? Integration? - all that's needed is just a decent, trustworthy operator who understands the basic needs and principles of conveying passengers from A to B, and knows how to treat drivers properly with suitable hours for the job to maintain safety and personal health of the workforce.
136	Just cannot see it happening
137	The relationship between the Authorities and franchised provider of services is crucial.  Stagecoach operates from an ill placed 'depot' on Lincoln Road in Peterborough. Buses that run are not well maintained nor clean. Often displaced from Bedford or Cambridge vehicles are used in Peterborough. Why is Peterborough constantly the recipient of these vehicles that don't meet the strict standards in Cambridge?
138	True integration must be the aim. This means providing services that include railway stations, with timetabling which suits the trains. Long term planning which means a bus route will not disappear after a couple of years. Users can then plan their lives around the services. This used to be the norm before deregulation. Cambridge desperately need a proper urban light rail system. A tram on rail network is seen as permanent, whilst buses now have a reputation of here today gone tomorrow.
139	please make the bus system as good as the one in London. I understand that it is heavily subsidised, which is fine
140	But I think Nationalised buses would make this easier to achieve.
141	Passenger growth can only come as a key result of achieving the bus strategy Moreover is it necessary especially for rural area? And over how many years is that growth expected?
142	Again, not enough provision for disabled etc. Users

<p>143</p>	<p>Achieving a continuous cycle of passenger growth and service improvement”</p> <p>Growth in passenger numbers/journey numbers is essential to maintain the income to sustain the bus service.</p> <p>The strategy should be explicit that bus priority measures are about prioritising buses over motor vehicles so that there is road space for buses to flow. Investing in buses that will be constantly stuck in traffic will be pointless.</p> <p>Bus prioritisation strategies must be in line with the ‘hierarchy of road users’ – a concept that places those road users most at risk in the event of a collision at the top of the hierarchy – and be considered with other transport strategies like the Greater Cambridge Partnership's proposed Sustainable Travel Zone. Bus priority must not be at the expense of active travel.</p> <p>"Using the best operational model of provision to achieve the necessary step change in the most effective way."</p> <p>This principle should be rewritten in language that is meaningful to bus users and free of corporate jargon.</p> <p>This strategy must be clear about how bus driver recruitment and retention will be improved. There should be more information about better conditions, pay, career progression and flexible working hours for bus drivers.</p> <p>Consideration should be given to following the example of the West Yorkshire Combined Authority which has appointed a training provider to run a ‘Route to Success’ programme, in partnership with local bus operators, designed to bolster the number of bus drivers in the region.</p> <p>The operational model must also consider partnership and on this issue we strongly recommend franchising.</p> <p>Partnership</p> <p>For bus services to be sustainable and this vision achievable there must be increases in passenger numbers. The strategy must be clear about how it will be delivered: the Cambridge Sustainable Travel Alliance's view is that franchising will be required.</p> <p>Integration</p> <p>This principle must elaborate on improvements being made possible by integration with other transport strategies (e.g. Cambridge City Access). Buses can't run at regular time intervals with consistent frequencies unless priority measures allow them to avoid traffic jams.</p>
<p>144</p>	<p>Most users do not care about growth in numbers, that is a business interest. The best operational mode - best for who?- for example I would not travel on a driverless bus.</p>



	3& 4 not really comments applicable to users 3 & 4 are
145	Unclear what partnership and integration means in this context. The principle of working towards continuous growth seems ambitious, perhaps an aim around meeting demand and customer satisfaction
146	Make it fast, efficient, and cheap, then all will use it!
147	Personnally, as I'm not going to change how I currently travel around Cambridge, and am aware of current minimal use of buses on routes near were I live I'm sceptical of the need for this.
148	<p>I want you to deliver a bus strategy, but I have no hope of you actually doing so because the way it is written is not centered on USER NEEDS. Please tell me how you are going to meet the user needs of the citizens of the combined authority for bus travel. Start with the users most vulnerable to stranding.</p> <p>You also don't make it clear that the main ways successful delivery will achieved is via franchising and road space reallocation away from private motor vehicles.</p> <p>---</p> <p>Delivery needs to include significant attention to communication with the citizens of the combined authority. In both Cambridge and Oxford there is currently:</p> <ul style="list-style-type: none"> <li>- a large collective of local people organizing (Gilets jaunes style?) against congestion charging, see <a href="https://eastangliabylines.co.uk/cambridge-residents-up-in-arms-over-congestion-charge-proposal/">https://eastangliabylines.co.uk/cambridge-residents-up-in-arms-over-congestion-charge-proposal/</a>; and</li> <li>- well-organized fascist groups who have backing from global right-wing operators like Jordan Peterson mobilizing against the climate change policies we need to survive and adapt, see <a href="https://www.opendemocracy.net/en/oxford-15-minute-not-our-future-city-david-fleming-conspiracy-theory-covid-death-audit-fraud-scam/">https://www.opendemocracy.net/en/oxford-15-minute-not-our-future-city-david-fleming-conspiracy-theory-covid-death-audit-fraud-scam/</a></li> </ul> <p>The combined authority MUST get the message across that delivery of this service ensures freedom of movement AND better health through air quality improvement AND adaptation to climate change ALL of which are essential over the long term. This is essential to stop the former group finding common ground with the latter group, which is essential to our local democracy.</p>
149	An integrated transport strategy is required to deliver a frequent and reliable bus service connecting to where people want to go. Connectivity and a comprehensive network providing a direct connection is a key consideration.
150	I think what is needed is bus franchising and either congestion charging or workplace parking charges to generate a sufficient cash injection to deliver the step change in level of bus service that is needed. Partnership is a good concept but will not deliver the level of modal shift that is needed.
151	Delivery is all about you, not the passenger

152	Contracting "Using the best operational model of provision to achieve the necessary step change in the most effective way" and "Achieving a continuous cycle of passenger growth and service improvement ". the wording is a get out clause when it is not achieved or unviable.
153	Just common sense
154	The current operation model does not work, so alternatives must be implemented
155	I fear that the cart is currently being put before the horse. Bus operators need to be efficient and reliable. Cambus and other elements of Stagecoach East are nowhere near that. Just one example will demonstrate my assertion.Your case study of the busway is way off. The timetable is nonsense. A & B services run very closely together so that the second bus will not pick up many passengers on the way. At peak times of course they do not need to but even here there is a problem because in the evening some people are left behind partly because people going to Orchard Park from the city take up places needed by longer distance passengers.At times quite often we will get 2 service B buses one behind the other. They will overtake one another and all too often the one that is pulled off at Huntingdon is the second one leaving those who want to get to the hospital having to wait. I now try to get a bus earlier than I need to because of unreliability. If a service is unreliable many people will just get in a car. As I am retired I try to get a bus much earlier than needed.
156	N/A
157	It hasn't worked so far what's going to be done differently to make it work going forward.
158	I do not want to see drivers footing the bill for this project which is inequitable znd grossly unfair.
159	For me, environmental improvement is the key principle
160	Where I live we have access to an "on demand" service. However, it is never available until mid-morning and again not available mid-afternoon, both because of school demand monopolising the service.
161	Item 1 ok rest "jargon"

<p>162</p>	<p>1. Achieving a continuous cycle of passenger growth and service improvement: This principle mentions an injection of investment but does not mention the congestion charge. This is disingenuous. This principle does therefore not explain how the strategy will be delivered at all. A congestion charge is completely unworkable for residents of Horningsea because, as pointed out in previous questions, Horningsea residents will not have access to an improved bus service at all. Even though you state that "all areas" will benefit from a regular improved service. If residents of Horningsea are still having to rely on their cars, they are being penalised twice. Once by having to pay the congestion charge and twice because they have no bus service available to them.</p> <p>2. Using the best operational model of provision to achieve the necessary step change in the most effective way. It is hard to see how this model (franchising) is going to be able to provide a better service. With the network fragmented between different franchises the system is opening itself up for confusion. Some franchises may not be sustainable because they have some of the worse routes in the area. These franchises may not have the ability to compensate that with revenue from busy routes. Fragmenting the area in this way will have a detrimental effect. The strategy does not explain how this will work financially. There is no business plan. To deliver a strong bus service it should not be fragmented. And if the current model of one provider does not work, the authority should strongly consider taking over the service themselves. Because there is no business plan, we have not been shown the three options that are laid out in front of us. (Franchise, Single provider, council provided service). There is no proof in the strategy that a franchise is indeed the best operational model.</p> <p>3. Partnership. Partnership are notoriously difficult. There is a real danger that this will become a situation in which no decision can be taken because there are too many cooks in the kitchen. It is unclear why "management of highways and local parking policies" are relevant to the bus service. With this many parties (commercial, voluntary, authority) in the system, fragmentation of the service and disagreement about service provision will be a serious risk to the service. The overhead of coordinating decision-making will be too great for the service to be able to focus on service improvement. Coordinating budgets and spend from this many parties will bog the service down in red tape and create a monster that cannot operate efficiently or be financially viable.</p> <p>4. Integration. The text of point four does not talk about how integration will be achieved. It merely mentions "other more specialist types of transport". It does not explain how this will be achieved, what these types of transport are and how residents would get access to them. IF this is not understood and made available in an easy way, residents will revert to their known form of transport (their cars) and the strategy will be unsuccessful.</p> <p>In summary, words like "continuous cycle", "best operational model", "partnership" and "integration" are meaningless if you don't explain what they, how they function and how they will deliver a service that encourages people to give up their cars for the bus. Not once have you convinced motorists for which journeys they would be better off using the bus service.</p>
<p>163</p>	<p>Again, lack of ideas how to attract the trade to people so new drivers can be hired.</p>

164	Lovely theory. Practice?
165	These principles seem vague and difficult to monitor.
166	The principles are visionary but they would benefit from following SMART principles to ensure they are followed.
167	Partnership is very important, especially with elected Members. There was a recent meeting in Peterborough with Members, council officers and a CPCA representative. The meeting was very positive in updating Members and listening to feedback. We would encourage further engagement as the Bus Strategy develops further.
168	Passenger growth is an essential pre-requisite to ensure sustainability of services and service improvements. Operational models (no 2) is not very clear but presumably refers to pages 12-13 of the strategy which highlight busways, TING etc i.e. different models of provision. Partnership (no 3) is equally vague - we assume from page 11 it could mean an 'enhanced partnership' or franchising. Living Streets thinks franchising is more likely to succeed in creating an excellent bus network and enable ease of pedestrian access to and between buses.
169	Not too much use of profit- driven private companies
170	Again, sounds good in theory but far far too general to be very useful for this type of consultation.
171	It must be clear that franchising and road reallocation will be required. It's important for the local authority to be able to set fares and enable more profitable routes to subsidize loss-making ones. The principles should be less vague.
172	These principles will only be brought to reality by all the different areas of local government working together. eg Highways will need to build bus priority into junctions and road systems and restrict parking to give buses access in residential areas. Planning will need to ensure bus-friendly routes through new developments.
173	I think accessibility should be key
174	This section is hard to understand and doesn't provide specifics, like franchising, which are clearly needed. Demand-responsive transport also looks like an option that could be more widely exploited.
175	Loaded question again!
176	Good principles
177	While I agree, again these are vaguely defined. Specific, ambitious goals are required to ensure accountability. Franchising and road reallocation are both necessary in order to achieve the wider aims, this should be acknowledged and clearly stated. Investing in buses that will be stuck in traffic is pointless, so allocated roads are required in congested areas, this must not be at the detriment of active travel. Other cities show how bus franchising is effective at encouraging competition whilst maintaining control. I don't believe there is an effective alternative, the authority must not be kowtowed by Stagecoach and their monopoly! I don't understand this phrase: "Using the best operational model of provision to achieve the necessary step change in the most effective way" it should be rewritten in plain English. Recruitment is a key risk to expanding bus travel in our area. I'm not clear from the strategy how this will be addressed.

178	see response above - and note that the terms above are so vague and disguise the damaging nature of the actual proposals
179	I do not know whether the combined authority will make better decision on routes, timetable and fares than private operator. I can see pros and cons to that approach, hence why I do not strongly agree.
180	Busses won't ever replace personal transport
181	Bus has to be reliable in the long term. If services can be removed, then they cannot be trusted. We saw this in the pandemic: bus services were taken away, even when needed, hugely increasing journey times. if I cannot trust that the bus will be there in future years, I will not commit to it.
182	They've cut some times like lateness of busses ie barhill some people I know live on barhill work in Cambs and now have to get taxi home because the busses have changed.
183	Point 2 makes no sense really. What step change? And where is your financing proposal in the points above please?
184	General point- very cumbersome wording which is quite inaccessible. Less corporate terminology would make be better.  Relying less on company profits making vulnerable people on less commercially attractive routes addressed is good  On point 1 - transparency on funding plans and use of congestion charge (if introduced) should be made clear
185	Still a dream. I do not support a congestion charge.
186	The strategy has good aspects/intentions, but is vague. Too vague to measure IMHO. It needs to be clear that bus priority over private vehicles is a (necessary) feature/objective. Bus services cannot be reliable unless congestion is removed (or bus priority measures exist at all possible congestion points) The Road user hierarchy must also prevail - an improved bus service must not be at the expense of active travellers.
187	It will only work because drivers are going to be taxed to use the roads.
188	It's not achievable
189	Forcing people to use an outdated bus service by bringing in congestion charges is not right.
190	It will never happen
191	Cars are still needed due to health conditions
192	Disagree in getting this funded by the congestion charge
193	I understand you need money first. From us, the people. So I say a firm NO. Every year e.g. council tax goes up, and what do we get out of it? The quality of services goes down drastically, it's a tragedy who we have as decision makers and how they manage our money. I do not agree to any proposals to extort money from us.
194	Again they assume buses are the best way of enabling people to do everything they currently use cars, or other vehicles for. Why is continuous passenger growth a principle? 3 and 4 are vague, meaningless and impossible to measure.

195	Cycling should still be encouraged rather than pushing for additional buses and bus lanes
196	if you want us older ones to give up our cars drop the bus pass age down to 60
197	This is a tax on residents to pay for a service I do not use...
198	In paper falls into place but in reality how many people are able, willing, afford and have the time to wait in all weather for a bus?
199	Why don't you take your plans to China and get them to implement them? They are the heaviest polluters on the planet! Why should we suffer because of Zchina?
200	Gosh these statements are all very nice and great sound bites. But it has to be deliverable and not "cloud cookoo" plans as the public will see through this.
201	Sustainable travel system is vital to achieve
202	How do you have more passengers? Have more bus services. this is not mentioned in the bus strategy. It is WHERE the buses go that matters.
203	Also if you're going to grow the number of passengers you need more room for wheelchairs and prams. When I try to take the bus with the kids I am already constantly being kicked off the bus because there isn't enough room (folding everything up isn't practical for me)
204	No explicit mention of public control/franchising. No explicit mention of infrastructure change, e.g. road use reallocation Points 1&2, as worded here, are vague and full of jargon - could mean anything
205	Big words. Get real.
206	Integration is a very difficult thing to do so it's good to prioritise it
207	The policy should be mindful of the need for further growth and ensure that implementation at this stage allows for increase in capacity of fixed facilities in the future and does not block future growth of other transport modes. 'Partnership' must take proper account of public ownership and user involvement.
208	All words. Good words but how are you going to find the bus drivers especially at unsociable hours etc. My daughter is a paramedic, she needs a reliable fast service to Addenbrookes especially during her night shifts. She also needs to carry spare uniforms etc, at the moment it is quicker and easier for her by car. How will you persuade her to use a bus?
209	I agree with these, but again, think that they require expansion, clarification, and they need to be more specific. At a glance, I don't understand what they mean, which harms the public perception of the strategy, and again leaves room for watering down of commitments.
210	What you mean to say is you will block our our highways to vehicle users. This will cause our local economy to collapse. 30 means more of our rates are going to be wasted. 4) Integrate what?
211	Successful delivery will require franchising and road space reallocation
212	But this is nothing new. its stating the obvious. Why has it taken so long and at what cost? Pathetic progress.

	What is missing is understanding geography of a medieval town like Cambridge is not suitable for buses. Word Search- no mention of Heritage?
213	More ideology being touted over basic practicality and implementation strategy. I don't use busses in Cambridge because they aren't practical or useful. A 10min car ride = 50min EXPENSIVE bus ride. NO THANKS.
214	The rolling back of deregulation is a good idea. However, it could be more ambitious - why not cut out the middleman and have local government run the bus services directly without the involvement of rent-seeking private companies?
215	I do not see that Partnership working can achieve the objectives, and may just delay the needed actions for franchising
216	In truth I struggle to see how these aims will be achieved and the principles adhered to without the bus systems being publically managed rather than privately funded.
217	1. Should aspire to meet, not create demand; 2. Funded by a combination of: tourist tax, Workplace Parking Levy (as in Nottingham), Community Infrastructure Levy (as in East Cambs), and Land Value Tax (as was used in Cambridge 200 years ago). 3. Publicly owned. 4. Yes, with light rail.
218	You will need franchising and road space reallocation to achieve your goals - this needs to be mentioned in the vision. You cannot bring in the changes you want without control of the buses and you cannot improve the reliability and speed of the buses without being able to change traffic conditions.
219	CA needs to work very closely with county districts, city and gcp.
220	This is again poorly worded. Assume option 2 is Franchise and 3 is enhanced partnerships? Which are kind of mutually exclusive?
221	You cannot treat rural locations the same as city ones & neither side wishes to pay extra for what will not benefit them.
222	All rather vague!  When I am too old to cycle, I hope the buses will be able to operate on roads that are free-enough of cars...?  Getting people out of their comfortable cars is difficult: it means comfortable buses and bus stops. For instance, if the stops are not sheltered from the rain, who wants to stand there waiting for a bus?
223	On paper, it looks good but you have to be realistic and ask why are you doing this and why would someone switch to a bus from a car. The answer is they won't unless they are forced to or if it takes less time or costs less money which it won't unless the charge is introduced. So to make this work you need the charge but the charge is going to be unfair to the poorest. I don't see how you can mitigate this without banning all vehicles (excluding goods, residents, disabled and taxis, etc.). Maybe you should. I believe you could if you had a functioning tram service that people might actually use.
224	Difficult to disagree with such bland, non-specific statements.

225	Privatisation is a disaster
226	The plan currently is to charge car, van, motorbike and lorry drivers to meet the costs of these buses. And bus journeys cannot meet the requirements of many of those drivers, so they will be paying for their own travel AND buses. Try taking plumbing tools or carpentry equipment on a bus every day to work.
227	<p>Principle 1: Achieving a continuous cycle of passenger growth and service improvement Growth in passenger numbers/journey numbers is essential to maintain the income to sustain the bus service.</p> <p>The strategy should explicitly state that bus priority measures are about prioritising buses over other motor vehicles so that there is road space for buses to flow. Investing in buses that will be constantly stuck in traffic will be pointless.</p> <p>Bus prioritisation strategies must be in line with the Road User Hierachy (which prioritises active travel and public transport over private motor cars) and must be considered with other transport strategies like the Sustainable Travel Zone. Bus priority must not be at the expense of active travel.</p> <p>Principle 2: Using the best operational model of provision to achieve the necessary step change in the most effective way This principle should be rewritten in language that is meaningful to bus users and free of corporate jargon.</p> <p>This strategy must be clear about how bus driver recruitment and retention will be improved. There should be more information about better conditions, pay, career progression and flexible working hours for bus drivers.</p> <p>The operational model must also consider partnership and on this issue the CSTA strongly recommends franchising.</p> <p>Principle 3: Partnership For bus services to be sustainable and this vision achievable there must be increases in passenger numbers. The strategy must be clear about how it will be delivered: our view is that franchising will be required.</p> <p>Principle 4: Integration This principle must elaborate on improvements being made possible by integration with other transport strategies (e.g. Cambridge City Access). Buses can't run at regular time intervals with consistent frequencies unless priority measures allow them to avoid traffic jams.</p>
228	This is all well and good, but you need to be more explicit that the only way to achieve this will be a) a radical shake up of the ownership model of the bus network here; and b) a commitment to reallocate space to those doing the right thing and travelling by public transport and active travel.
229	I agree but it won't help if I have my weekly shopping to carry



230	Another pointless question
231	I would like to see a better connected network throughout the county
232	Unrealistic and impossible to achieve.
233	Just get on with it!!!
234	Need to ensure that buses have priority over other motor vehicles (but not active transport) so that they aren't stuck in traffic, which will deter users.
235	<p>I agree with the principles but they are too vague.</p> <p>Growth in passenger numbers/journey numbers is essential to maintain the income to sustain the bus service. The strategy should explicitly state that bus priority measures are about prioritising buses over other motor vehicles so that there is road space for buses to flow. Investing in buses that will be constantly stuck in traffic will be pointless.</p> <p>Bus prioritisation strategies must be in line with the Road User Hierarchy (which prioritises active travel and public transport over private motor cars) and must be considered with other transport strategies like the Sustainable Travel Zone. Bus priority must not be at the expense of active travel.</p> <p>You need to be clear about how you're going to increase passenger numbers. Franchising is essential to this.</p>
236	Transparency over services is needed, obligations, expectations, key performance indicators and penalties, as current providers have been unregulated.
237	Generally agree with the four main principles given for this question, but don't believe the Combined Authority has the ability to deliver considering the rest of the Strategy document.
238	See my comments on the previous question.
239	<p>The proposed delivery principles are OK so far as they go, but they are not specific enough. In particular, there needs to be a clear commitment to move rapidly towards franchising, without which the aims of the strategy simply cannot be achieved.</p> <p>It also needs to be much clearer and explicit that the CA and its partners will apply rigorously the transport hierarchy which prioritises active travel and public transport over private car use.</p>
240	The bus services must be improved. If they are, then more people will use them. But that improvement must not come by disadvantaging other road users, or through measures that will cause harm (financial or otherwise) to people who are not able to use them.

241	<p>The direction of the principles for delivery is fine, however, once again, they are too vague – and jargon-ridden – to ensure accountability. It must be clear that successful delivery will require franchising and road space reallocation.</p> <p>“Achieving a continuous cycle of passenger growth and service improvement”</p> <p>Growth in passenger numbers/journey numbers is essential to maintain the income to sustain the bus service.</p> <p>The strategy should be explicit that bus priority measures are about prioritising buses over motor vehicles so that there is road space for buses to flow. Investing in buses that will be constantly stuck in traffic will be pointless.</p> <p>Bus prioritisation strategies must be in line with the ‘hierarchy of road users’ – a concept that places those road users most at risk in the event of a collision at the top of the hierarchy – and be considered with other transport strategies like the Greater Cambridge Partnership’s proposed Sustainable Travel Zone. Bus priority must not be at the expense of active travel.</p> <p>“Using the best operational model of provision to achieve the necessary step change in the most effective way.”</p> <p>This principle should be rewritten in language that is meaningful to bus users and free of corporate jargon.</p> <p>This strategy must be clear about how bus driver recruitment and retention will be improved. There should be more information about better conditions, pay, career progression and flexible working hours for bus drivers.</p> <p>Consideration should be given to following the example of the West Yorkshire Combined Authority which has appointed a training provider to run a ‘Route to Success’ programme, in partnership with local bus operators, designed to bolster the number of bus drivers in the region.</p> <p>The operational model must also consider franchising.</p> <p>Partnership</p> <p>For bus services to be sustainable and this vision achievable there must be increases in passenger numbers. The strategy must be clear about how it will be delivered: the Cambridge Sustainable Travel Alliance’s view is that franchising will be required.</p> <p>Integration</p> <p>This principle must elaborate on improvements being made possible by integration with other transport strategies (e.g. Cambridge City Access). Buses can’t run at regular time intervals with consistent frequencies unless priority measures allow them to avoid traffic jams.</p>
-----	---

## Appendix 1d: Comments Q8. How would you prioritise our strategies?



Response Number	Please explain why, if you wish, and add any other comments you may have.
1	One off return journeys / day tickets don't have to be ultra cheap, but a weekly / monthly ticket needs to be as cheap as possible for people that rely on the service for getting to work.
2	We have a hopeless bus service in this village so everyone uses their cars to get around
3	Most common reason people don't use buses is because of the unreliability of the service.
4	I do not know what to do to this page to show my hopes.
5	A citywide interchangeable ticket between operators might be popular. Timetables again posted on bus stops showing the complete route with outward and return times. Keep information up to date. Some services are poorly advertised and potential passengers unaware of their options.
6	Get transport for London or Ipswich buses to run it:
7	We currently have an hourly service with old buses for the X3 Whippet. We don't need fancy buses - but we do need buses that actually operate. Currently commuter buses are cancelled several times per week.
8	There is no hierarchy - all are primary aims.
9	village residents will not stop using their cars without an integrated bus service for villages. People won't walk a mile to a bus stop, some can't walk a mile, elderly, or with young children
10	It goes without saying that if you have a decent service you will have delighted customers!
11	Without OBJECTIVES a strategy is meaningless as it can only refer to an overarching approach to achieve a set OBJECTIVE. I object to being forced to answer the above in order to continue, not least because it infers that it doesn't want my opinion unless I fall into line; I don't.
12	There is a lack of buses to rural places. Especially Isleham. I think you can have lower quality bus stops, if you can get more buses
13	currently buses do not go to places I want to go to ie work or leisure
14	These so called strategies mean nothing. You need a bus network for hop on hop off inner city travel and train and fixed rail to bring people fast from suburbs and hubs to the city centre. Rural buses to connect to extended train, metro and fixed rail network
15	Request stops - saving walking distance for older or less able people would be very useful and attractive.
16	There are definitely some rationalisations to be made in the routing of services between larger settlements in Cambridgeshire and Cambridge itself. Improving the (currently dismal) reliability of the existing services should really be first, but I'm not sure what that comes under.
17	It's amazing that a reliable service is not listed as one of the priorities. This further confirms that not only is the strategy inadequate but the people writing the strategy are totally disconnected from what the people need. This is what happens when the strategy is based too much on the urban service and not enough on the rural service. The ONLY way to get people out of their cars and onto buses is if you turn your strategy around and start with the rural service needs first and then follow with the urban or town services.

18	Rural areas are seriously disadvantaged in terms of bus services meaning cars are the only way to reach shops, hospital, doctors, schools etc
19	I have a senior citizen bus pass. I don't know why I bother. Can't remember when I last used it.
20	Living in a rural area we have hardly any bus service so transferring to a bus is not an option
21	Need to consider purpose of journey- carrying luggage, large shopping or equipment for events and returning late, actually having room and privacy to use wifi for work, etc
22	Buses from villages to towns to cities
23	As it is now, the bus system is not reliable. I had to opt for a taxi a few times last month, while waiting for a bus that never showed up. So I'd like the bus to actually come by the bus stop and take me where I'd like to go, based on the planned schedule. If I can make it to the bus stop on time, I'd expect they would show up.
24	Clean buses
25	Don't know what 'delighting customers' means - I would be delighted to be able to get where I want to go quickly and on time
26	Questionable benefit in prioritising these strategies - they are all important and the sum is far greater than the parts - I mean that if all are implemented, the result will be way better than totalling the benefits of each strategy.
27	Don't forget rural north Cambridgeshire. Cambridge is not easy or cheap to get to from fenland area
28	Please also include a COMFORTABLE environment on the busses with fresh air, air conditioning in summer mandatory (not based on the drivers' preference) and no overcrowding!
29	As a transport, on time will be very helpful.
30	You need to get people to hubs like Oxford, Bury St Edmunds, Peterborough. I cannot go to Wimpole Hall because there is no bus service to it. There used to be a direct bus but the few that go now terminate at Orwell in the middle of nowhere and not walkable without endangering life along a major road to the farm and hall
31	This has said very little about the fact that the commercial network accounts for the majority of journeys. Prioritisation operates in the sphere of influence caused by subsidy and control. This intervention should focus on those who cannot afford a car to get to vital services first and foremost. Allowing commercial services to see if trips for leisure etc can be accommodated.
32	I live in a large village to the north of Cambridge but the transport connections are relatively poor and much worse than they used to be. We need more direct connections to the Busway network
33	Need bus services that take roughly the same time as a car journey to the same location. For example Werrington to Peterborough Queen's gate, in 15 minutes not 45 as at present.
34	In reality all these characteristics are first priority
35	just need a quick, cheap bus - lets not oversell this, i don't need to be delighted by a bus.
36	No.1 & No.6 above are similar when they state that people will want to get on and want to go places.

37	It is essential that people know what services are available, and that they can rely upon them. Integrated tickets across all services are essential to encourage maximum use.
38	People living in rural areas should have to work their lives round bus timetables. If economically that means hourly buses then so be it.
39	This area (Hemingford Grey) has a limited bus service on only one day a week. Consequently nobody in the village can do without alternative transport.
40	Buses just need to work for the people who need them and be a viable alternative to the perceived convenience of the car. I imagine most people who have a car now will still have access to one for longer journeys in future, therefore they'll have access to a car for shorter journeys too. My desire would be for the buses to work reliably, get me where I want to go in a reasonable time and be relatively affordable compared to the car and general living costs. If that means that people like me should pay a bit more to use the car or be otherwise discouraged from using a car then it should be done for the better quality of living that it could bring in terms of pollution/congestion reduction.
41	What is a strategy for 'delighting customers'
42	If you don't have affordable buses going to where people want to go then there won't be any passengers.
43	You should have shown the strategy at the start of the survey, so people could read before they answered the questions. I want to see Value for Money, all I see is aspiration.
44	more people would travel by bus if they were more reliable and would turn up on time
45	At the moment there is no or very limited bus services for local villages. I live in Heydon so the only option for travel is by car.
46	People will not use a service which takes much longer ,with a connection if it is slower than using a car
47	Definitely more info if buses are late or cancelled
48	The needs around the county are varied. Therefore we need to have a responsive transport option that meets the needs of many different communities. From a dial a ride/ Tng type system right through to a 15/30 minute shuttle for work hours in bigger towns and our cities
49	Rural buses are a joke. Timetables produced only to be cancelled or ' not cost effective'. Of course they are not. A car holds 4 or 5 people a bus 30 plus and only 20 people a day want to travel so of course they aren't cost effective. If you can't solve this problem say so. Don't inflict a congestion charge on us when you have no viable plan for buses to the villages
50	We need frequent, reliable services in rural areas. Currently those dependent on these services are poorly served. I know of elderly people walking long distances to get to hospital and doctors appointments as they can't rely on the buses to come. This leads to a downward cycle, where people aren't getting the bus as they can't rely on it, and buses aren't run because no one is getting them.
51	The key is an integrated reliable system.

52	I doubt that 'getting the message out' is of any value in itself. Delight your customers and they will spread the message. But unless the other 5 strategies are fully achieved there will be little delight.
53	An easy to understand printed bus timetable.
54	Don't oversell - you risk making nice busses and a brand without actually having reliable services. Nice busses are a good extra, but you need a dependable useful service first, before you shout about it. Car users will try it once and then ...
55	This survey is not good only listing answers the council want to hear its absolutely pointless
56	None. Buses are a bad idea. Change all of those options to trams and I'd answer.
57	Use all bus companies to link routes
58	another pointless question. and what does 'delighting customers mean'
59	Not doing environmental damage is missing and a lot of existing plans will do environmental damage
60	It needs to be frequent and reliable and most of all get commuters to work on time without cancelling services or significant delays at peak times. Stagecoachs managing of this is appalling. There should be penalties for poor performance and complaints from passengers.
61	Who has written these options? There is already a bus service for rural areas....People already get to places on time ( not everything has to be done "quickly"!!) ; where is there ever any value for money if you don't use it or need it? I assume I won't have to pay taxes to maintain this white elephant? What message? I don't know anyone ( a real person ) who is the least bit "delighted"-good God! What bus service do people not want to get on? ..... who did this?!!
62	Q1 Before Christmas 2020 there was an excellent understandable consultation for Cambridge with proposals based on Spacial Strategy. It was clear what it meant in terms of delivery. This vision is meaningless Based on Spatial strategy in Peterborough: medium size villages to have hourly bus services, Small villages to have an extension (original) of Call Connect - UNLESS there is a significant resource used by other villages such as a medical centre of post office.
63	All are important
64	I would just like a bus service that is reliable where buses turn up at their timetabled time or messaging that tells you when a bus isn't running.
65	The most important part is an extended network and high frequency, otherwise the proposition is not fulfilled. Delighting customers is an outcome of getting the other basics right
66	"Delighting...." and "....services people want to get on" are meaningless promotional spin. Can only assess by limited retrospective survey and will have different cohort responses based on a wide variety of factors, including whether there is associated car ownership or not. If there were busses at the right time going to the right place I would use them more.
67	If you manage to achieve this it will get people out of their cars'
68	Delighting passengers... really ... concentrate on the core fundamental fast efficient cheap services

69	Talk to people, list their pain points and address them. There is nothing to address any of my pain points throughout this strategy
70	Nobody should be unable to board a bus because it is full. Nobody should have to wait for an hour because several services were cancelled at the last minute with no prior warning online or on the digital display at the bus stop.
71	Providing better more consistent bus routes for rural communities will help grow the economy because young people will stay in these areas and support them rather than leave for the city. An increasing elderly population reduces economic activity in rural areas. Would also reduce the reliance on cars.
72	buses must be electric
73	Slashing fares and extending rural service prevent you from delivering an excellent service that customers want to use.
74	We need rapid hub to hub buses that do not stopped every 2 minutes. For example biomedical campus to Eddington. Only with this will people seriously consider taking buses for medium length commutes
75	The top 4 priorities are the most important - if these are implemented then the rest will follow!
76	No bus service in my village
77	Rural areas really need buses! All these new houses are being built but not enough amenities so you are stuck in the middle of nowhere it's very depressing!! Also there is military spouses who's other halves get posted here and they are stuck! Also young people are struggling to be able to get jobs as no bus service the call connect is rubbish!
78	Wittering hasn't had a bus service for over a year now. Not everyone has a car or licence and rely on a regular bus service.
79	These are all important. As a Wittering resident we desperately miss our regular bus service. Call Connect has let us down on many occasions.
80	We currently don't have a bus service, so just getting that back would change the lives of so many people
81	We don't currently have a regular bus service and as a disabled person who is unable to drive I feel isolated and cut off. I feel a loss of independence because I have to rely on family and friends to get out of Wittering.
82	Safety, welfare and respect taken as well as care in all aspects of bus travel.
83	I think that they are all important, and all viably achievable
84	We need a bus service in Wittering. It's very isolating if we can't get out of the village. In this day and age value for money is vital, we understand there's a cost to running this, but I needs to affordable for all.
85	There should be bus services readily available to all, rural, disabled, elderly
86	I live in Wittering with no bus service. This has negatively affected our community on so many levels. Our children are isolated, our elderly residents are isolated and a lot of our younger parents that can't afford to drive are isolated. Our civilian housing is predominantly affordable housing with low income families, they used to rely on public transport to get to work, now they can't. Our military residents have a large proportion of young families with a stay at home mum that can't drive and have no way of getting out of the village during the or getting to work.
87	We feel very isolated and forgotten in our village.



88	Wittering has had no bus service for quite a while - not acceptable.. How are people without cars expected to get to education/work/doctors/shops?
89	To be honest these all need to be number 1.
90	A long way to go to DELIGHT customers!  Improve bus service!! Insist on franchised operators replacing old diesel buses.  Improve information at ALL bus stops ie. No 2 to City Hospital via South Bretton. It is a busy service.
91	Having a bus service in rural areas should be a priority. It will change peoples lives
92	Those of us in rural areas and who do not or cannot drive, are cut off from essential services such as hospitals, gp, our costs are higher as we need taxis etc. Good, reliable, affordable public transport is essential to avoid isolation, poor health and increasing costs.
93	Rural areas are isolated with no bus service.
94	Wittering need a reliable service. The current provider is poor and utterly unreliable
95	We have no bus service in Wittering meaning no way if leaving village if you don't drive. It would be great that has a service which takes us to Peterborough train station and into Stamford Town centre
96	Delighting customers is not a thing in itself, it is a result of doing the other things well.
97	I live in a village (Turves) that has no public transport links whatsoever, hence I would be unable to use a bus even if I wanted to. I hope this will change in your delivery implementation and that you will ensure a regular bus service to and from Turves is established.
98	The most important thing is an integrated reliable system
99	Wittering has no bus service and is a growing community
100	It is most critical to serve the whole community wherever situated, however almost all the points are necessary and should not be subject to triage. I would note that "getting to places quickly and on time" is two unrelated points. If covering all communities means that some journeys take more time it should be possible for people to plan for that - as long as services run to time.
101	I would like my daughter to be able to visit the local towns of Stamford and Peterborough on a regular bus service... I recently had a car break down and had to rely on the call connect service, which, although very good, was difficult to navigate, as no proper regular service... I think even a basic service morning, noon & early evening would work well for most, as people need to be able to get to work, go shopping and return... Also a service for the doctors surgery in Wansford would be a big help.. Particularly for the elderly in Wittering
102	My priorities are 'clean' and 'accessible' bus service
103	Reduce cars
104	Some of these overlap significantly - it's hard to rank them.
105	I am (merely) curious what you will do if Delighting Customers attracts MORE support than Buses people want to get on :-)

106	Apart from a few major towns, Cambridgeshire and Peterborough is a massive area with hundreds of small, rural communities, with residents mostly using private cars for transport because public transport is infrequent (or doesn't exist) and expensive.
107	I live in a rural area. For people to use a bus they need a regular reliable service. Technology to help know where the bus is would be useful.
108	People in rural areas have no choice but to use a car when there are no buses
109	It's important for people mental well-being to be able to use a bus service. Including children, young adults, families and the elderly.
110	Just want a bus to get from wittering out of the village towards stamford and peterborough
111	The cost is important ! I also think you need a selection of bus sizes as there seems little point in having lovely double deckers with hand full of people downstairs!
112	Most people use their cars because there is no viable option. I really would have liked to place cost as joint 1st.
113	They should all be equal!!
114	Reliability is not explicitly mentioned in the list. It should be.
115	Currently I can't travel on a bus as the service has been removed from our village. If we had a return of the service it would enable me to travel into the city and to nearby towns for the weekly market, therefore rural services need to be prioritised as a much needed service to maintain the health and well-being of people who would be able to get out more.
116	put never is a previous box as iur bus service from Peterborough to Stamford was stopped 2 years ago causing a great loss for the community we would support and need a bus service
117	There 100% needs bus services for rural areas!
118	People in rural areas are currently cut off with no bus service. Especially difficult for elderly people who do not drive
119	All of these aims are equally important to me
120	Think good rural bus services are key to keeping villages alive
121	Simple straight forward service available
122	A reliable bus service for rural areas to help an ageing population. All we want is a sensibly timed service to get us from Marholm to either Peterborough or Stamford at realistic times.
123	rural bus services are essential in reducing the use of cars and hence reducing carbon emissions
124	I would like a service to our village. That's more important to me than you delivering better services to people who already have them.
125	No bus service available. People feel isolated
126	I am a resident in Castor, Peterborough and an elderly person with ongoing medical needs requiring constant appointments at the Doctors and Peterborough Hospital. Being on a low Pension Income I am unable to afford the cost of the Taxi Fares. Having our Bus Service taken away in Castor has left many elderly and low income residents without a much needed lifeline to attend to their Health and Welfare Needs outside of Castor and Ailsworth. Not everyone is fortunate enough to have the help from family or kind friends and neighbours to offer to drive them where they need to be Being

	elderly and alone , the loss of the Bus Service has taken away my only affordable means of Independence by being able to get out of my home and prevent some of the loneliness by getting on the bus and meeting my friends that live outside the village. I havnt been able to meet up with some of my friends for over 2 years. I now have to order food and essential goods online which is more expensive. I hope that you will take into account how having no Bus Service in a rural village can affect a person's Mental Health and Welfare by feeling isolated and having theconstant anxiety of not being able to get to vital Drs and Hospital Appointments.
127	I live in a rural village - castor and Ailsworth and apart from a school bus there is no regular bus which is awful for the OAPs and teenagers mainly We need regular one to Peterborough and a regular one to Stamford or even just 1 every couple of hours - anything
128	There needs to be a recognition that those most in need of a strong public transport system are client groups that also struggle most with modern IT systems. Any system needs to be as regular reliable and uncomplicated as possible. The use in some villages of Call Connect has left the elderly, disabled and IT poor - severely disadvantaged and increasingly isolated unable to get out to shop let alone socialise or even see family and friends
129	So many people seem to isolated more and more in rural areas.It must be good for rural health in general if people can get together more via decent bus service.2,3 and 4 are equal in weighting in my opinion
130	(6) and (7) above depend on the other five aspirations. And surely (3) is included in (2).  (1) to (4) are, in my view equally important.
131	Not sure about "delighting customers". If you get the other things right then they are going to be happy customers anyway. Information should ideally include timetables on all bus stops, but at the very least at bus stations and principal stops, in addition to online, which ideally should be available on a single website (like Lincolnshire does) as well as on operators' own websites.
132	If there are frequent affordable buses, clearly signposted, people will use them
133	We don't have any buses in our villages. Delighting customers is a nice sentiment but get the basics done first
134	Time and reliability are most important to use buses to get to work or school
135	We are considered to live in a rural area when it takes around 15 minutes by bus off peak to get into Cambridge.This seems ridiculous.The bus service is my lifeline as I don't have a car and all my family use it for work, education, shopping and entertainment in Cambridge city.
136	The Strategies set out are right in general terms however much more needs to be done to advance the ambition in each of these. There seems to be a real lacking in ambition and what a future resilience bus service will offer. What is teh role technology and innovation in terms of information (Audi and vsual), data collection and monitoring of success. the role of Autonomous vehicles.

	Need to acknowledge the role of a robust partnership and collaboration across all delivery partners including the private sector and education.
137	Unachievable, unaffordable, nonsense
138	Giving the track record wouldn't trust you to deliver a paper never mind a bus service
139	If you do the first 6 you don't need the 7th as that's going to happen if you get the first 6 right - unnecessary marketing speak
140	Very important for young people in rural areas to be more independent and be able to have access to bus.
141	<p>'Getting to places quickly and on time' combines two separate elements which are quite distinct: 'Timetabled Speed' and 'Adherence to timetable' (or 'Reliability'). The second ('Reliability') is incredibly important ! The second ('Timetabled Speed') is MUCH less important.</p> <p>"Bus services that people want to get on' is an inevitable consequence of providing the good service under Priorities 1 to 4 (so is meaningless as a separate priority). If, instead, this is meant to refer to things like 'Cleanliness and 'Staff Attitude' these things are 'nice to have' but are not so important as Priorities 1 to 4.</p> <p>'Bus services for Rural Areas' is a meaningless Priority because it says nothing about Frequency or Operating Hours and says nothing about the definition of 'Rural'</p>
142	The first and second are what are badly lacking at present.
143	This question is flawed because everything is inherently interconnected.
144	If much quicker by car and not much cost saving won't use bus
145	Making sure that where new housing areas are built, a bus service will be available as soon as realistically feasible is just as important as servicing rural routes.
146	<p>Peterborough deserves infrastructure that fits in with ambitions to become a gateway to the East of England.</p> <p>Wheres levelling up for local bus service and improvement of delivery for passengers?</p>
147	Rural areas are seriously neglected and leads to an increase of traffic into towns which then impacts all. A service that is reliable and allows people to actually get to work and back with a Reasonable cost is paramount.
148	Poor or non existent roadside information has bee one of the downfalls of Cambridgeshire buses. Where they exist, rural bus services have hardly been promoted and many in the villages they serve are unaware of their existence. Once again, integration with other transport is vital.
149	please minimise the need to connect and change bus - please provide direct services from across Cambridge, without having to change bus
150	The bus service will only be successful if it offers the same or better solution than all other available transport options.
151	Again, disabled, etc. users not planned for enough

152	<p>All of the above strategies are vital in persuading people to switch travel modes and 'trust the bus'. Is it appropriate to rank them when all the aspects are needed to work with each other? All are required for a satisfactory bus experience and growth in buses. However...</p> <p>Bus information (fares, timetables, places served and stop locations) is currently very poor. 'Information and getting the message out' will be a quick, easy and cheap improvement.</p> <p>People unable to drive, or otherwise without a car, in rural areas, are cut off from employment, educational, cultural and social opportunities.</p> <p>There are, currently, a confusing range of tickets, mainly valid only on one operator's services, whilst queries to the driver about 'best value' delay boarding and lengthen journey times. They also discourage bus travel.</p> <p>Major operators' maps don't show other operators' services. There should be clear journey planning information with multi-operator ticketing and recognised interchange points.</p> <p>Getting to places quickly and on time seems dependent upon the points above.</p> <p>'Bus services that people want to get on' are dependent upon the factors above..</p> <p>'Delighting customers' is an outcome if all the strategies above are effective.</p>
153	<p>Fast and Cheap, must be priority. The council need to create direct bus lanes on all major routes, that run all the way on the route, not just partly, especially to and from Park &amp; Rides.</p>
154	<p>Bus train interchanges are a very important factor in getting passengers to use the bus. Information is absolutely crucial. The Ting bus idea was excellent but the majority of people didn't understand what it was all about. This seems to have disappeared.</p>
155	<p>We don't need to be delighted or happy. Just need certainty and simplicity about times, routes and fares.</p>
156	<p>I live in rural area with no bus service but it is vital for those of us who are older and not so keen on driving into town</p>
157	<p>All should be easier to use than private cars to attract customers.</p>
158	<p>This is a useless question posed in an inaccessible way so I'm not answering it. You have the data, YOU PRIORITIZE IT.</p> <p>The buses need to work and people need to know about it.</p> <p>(If you don't have the data, you should do something about that.)</p>
159	<p>These questions overlap. You need the bus to go where you want to get people on it. To do this the service needs to be promoted and offer value for money. The bus needs to be presentable and offer value for money.</p>

160	All of these are needed but I think fast frequent services integrated with each other and with other transport modes and at affordable fares are the key one. But there is also a big issue in rural areas ....particularly in the Castor, Ailsworth, Wansford , Wittering corridor where there used to be a regular bus service but these rather large and growing rural communities now have no regular service at all.
161	Delighting customers is meaningless jargon. Coherent network makes sense
162	At present buses are filthy and majority of drivers don't care
163	All options ideally would be "1" - as they all combine to create the service.
164	Rural areas are severely underserved. I have to walk 2 miles to the nearest bus stop and quite often services are cancelled or don't show up
165	The buses need to run on time and where people need them, at affordable fares. Anything beyond that is desirable but not essential
166	Customers will be delighted if the other criteria are met All the items are important and linked. If one fails the others can be ineffective
167	They also need to be a reliable and consistent. Not getting ready for work and you get to the bus stop and find your bus has been cancelled.
168	Many drive into Cambridge city because there is either no or poor services from their home outside the city. Providing rural areas would be important for people living outside the city.  This doesn't mean Cambridge city residents should foot the bill. Many residents cycle into the centre or hospital if they are able. Very few use cars due to lack of parking and expensive tickets.
169	Convenience and cost seem to me to be key priorities
170	Most important strategy linking villages for local use as well as for covering other places
171	Many of these go without saying. When I pay for a service, I pay to be taken to my destination on quickly and time. This of course also implies that there is a service available to me. In the case of the residents of Horningsea that means there is a service for "rural" areas. Although I would argue that, even though Horningsea is small and surrounded by fields, it is not rural (or rather remote). It is sandwiched between Waterbeach (New Town) and East Barnwell. The route from Waterbeach to East Cambridge and its destinations (East Barnwell, Cherry Hinton, Addenbrookes) is busy but currently overlooked. With major employment centres (Capital Park, Fulbourn Hospital, Peterhouse Technology Park, Marshall, Addenbrookes) that needs routes from Ely all the way around the east of cambridge to Addenbrookes. That does not exist in an integrated way at the moment. So, the ticket should include a quick, on time service from all areas. It would then provide value for money. So when i buy my ticket, the the top priorities should go without saying and they are all equally important. This is what the base service should provide. You will then have a service that "people want to get on", have a network that is "integrated and coherent" and if you're lucky, you may even "delight" people. I have no idea why "getting the message out" is going to benefit then residents of Horningsea. Everything in this list is equally as important and they should all have measures to make sure that they hit their targets when

	operating the service. If you achieve that, the message will get out. This question asks people to order things as if you can then use the list to say that people thought that number 5, 6, 7 were not considered important by people. All of these are important. So implement them all. If one of these underperforms, all of them will suffer. And the bus service will fail.
172	Delighting customers is incredibly vague and could be interpreted any way you wanted.
173	Elderly people with doctor/hospital and other appointments depend on a reliable bus service
174	People in rural areas are cut-off from leaving their home if they do not own a car.
175	My priority is buses for rural areas, as living in a rural village and not driving I need to get to places like Ely to keep my sanity! Currently due to the actions of Stagecoach East I can no longer get a through bus, and although I am grateful Dews get me there via two buses with not very good connections, this is far from satisfactory.
176	Increased frequency of services and returning to pre-covid timings is a priority for Peterborough (in particular the Citi services - both daytime and evenings) along with rural connectivity, particularly in places that do not have a scheduled bus service (parts of the rural northwest of Peterborough).
177	From a Living Streets perspective all there are important and several are inter-dependent. Creating an integrated and coherent network must be the most important for pedestrians who rely on public transport for work and access to facilities. An integrated coherent network would surely include rural areas, VFM and integrated ticketing and creating attractive services as well. Travel hubs that enable quick and easy access for pedestrians to the next stage of their journey will be essential to persuade people to use buses.
178	... but all of the above are important!
179	The bus services in 'rural' areas are poor at best. The Crowland bus service has been reduced and yet the development and population of Crowland has increased. The service is no longer reliable either leading to people to look for alternatives.
180	No idea what 'Bus services that people want to get on' and 'Delighting customer' ACTUALLY MEAN??
181	Numbers one to six have equal priority. They're all essential for this to work and can't be compromised on. Actual delight though is just a 'nice to have'!
182	Accurate information about all operators services which is easy to understand is essential. This must be done MUCH better than it is at the moment.
183	Improved accessibility of buses for users with disabilities would cause us to use the bus service much more.
184	"Delighting customers" is unrealistic. Just getting customers where they need to go in a timely fashion without making them ill would be a more achievable goal.
185	Newer busses
186	I put information first, as it is currently poor and an easy, cheap win! The last few seem to be things that will result from having the first points in place.

187	It's difficult to really believe in a commitment to buses when at the moment some stops don't even have timetables, and rely on volunteers to keep them tidy. And services are declining. Also why not make more of the train? Why not re-open a station at Harston for example?
188	Busses will not work for complex journeys and discriminate against parents mostly women and children
189	A leading question which really does not give much of an option to disagree with the financing of all this.
190	Reliability as key priority
191	A dream of utopia. Who came up with this?
192	Even when the bus strikes aren't on buses aren't showing up, more buses for school/collage kids
193	Ranking seems pointless. All these things are needed, and should be done in a coherent way. Make clear that 'information' must be provided in open forms, and live data is vital. Integrated ticketing, that works for bus, train, and device rental, (all operators) using just a bank card (or phone) is necessary. We don't need lots of special deal fares - just a standard, cheap, capped fare. And we don't want to care who is operating any given service.
194	No matter what you do to improve services it will never be the right option for all journey. Its ignorant to think it will be.
195	This is just theory, wishful thinking. At the moment, artificial traffic jams are created in the city, traffic lanes are taken away from drivers, what is this supposed to lead to? To go backwards in development! It's not hard to close a belt - the trick is to develop the city wisely.
196	If people choose to live in rural areas they shouldn't expect others to pay for the downsides, of which there are many.
197	if you want us older ones to give up our cars drop the bus pass age down to 60
198	Please do not waste any more money on experimental ideas that in reality is impossible or at best very hard to work.
199	Don't be ridiculous none of these options can be done in real life!
200	Currently busses are very rarely on time, recently, i waited 50 minutes for a bus that runs every 10 minutes, with no reason given for the delay (and this is on the busway where there is no traffic for a long stretch)
201	I have no idea what delighting customers means. If you satisfy bus services to rural areas, to Bury St Edmunds direct from Cambridge, regular hourly services which keep to the timetable as already mentioned in 2 and 3 above they will be delighted
202	Buses aren't practical for rural people.
203	Surely all of these are interlinked and vital to the success of the bus network. However, in the first instance public info and messaging seem vital. The dropping of services by stagecoach in the autumn Keri's getting cited by discontented public as a reason why sustainable bus travel and the congestion zone charges are rubbish - but obviously this had nothing to do with local authorities' planning/powers. It was the worst possible timing for



	public reception of plans for buses. And points to why franchise/public control is the only way to go.
204	Bus services to rural areas is a key issue, but should be seen as part of "...linking people..." Information and getting the message out is a lower priority in the long term, but must be a key issue in the introduction of any changes. The last two options are insufficiently defined to get a rating!
205	First 2 strategies are the most important, others can be in any order. Was very tempted to put 'delighting customers' top, but it doesn't say how.
206	It would be hard to over-stress the importance of reliability. The shoddy bus service we have seen since the pandemic has simply devastating consequences for people who rely on it. To talk about people being 'delighted' when the service is currently failing people so badly honestly feels like a bit of an insult!
207	All villages need a bus at least hourly. It needs to be reliable- rarely cancelled only infrequently more than 15 min late. Information when the bus is cancelled would help; I discovered that once the time has passed the bus vanishes; Last time I tried to take the bus to town there were about 10 of us waiting, when the bus didn't appear I checked online, but no notice that it was cancelled - that notice should stay for 5 min. I learnt from my neighbours the service is now so unreliable that I should check before leaving home. I used to take the bus a few years ago and I don't recall any cancellations from the same stop.
208	What a set of stupid questions.
209	Until you make bus services more attractive & quicker than a car it can't work. Build in waiting time for a dreary bus. People are time poor.. Buses are perceived as slow, uncomfortable, unreliable.
210	If there is a useful service in place, people will use it. This isn't London or NYC—we can't expect buses to replace cars for many reasons—buses are not always practical.
211	*Frequent* bus services will be crucial - unless we have a London-style scenario where you know the next bus will be along in a few minutes, it will always be more convenient for people to drive.
212	Don't bring in a congestion charge for car drivers - that won't work and isn't fair on many people. Make a bus service that people are really happy to use, that is reliable, affordable and punctual.
213	If you can do the first three people will be delighted and use the service
214	A strategy bought about by a minority and unelected group.
215	bus services will never be delighting anyone, and will be a pain to use as they always have been.
216	I think getting places quickly and on time is the basic requirement of any public transport system, or people will choose private transport. Many rural areas currently have no option but to use a car, so bus services for them are vital if they are to reduce car mileage. An integrated, coherent network that

	links other public transport and active transport options to the buses is also necessary to make it easy for people to leave their cars behind.
217	The current bus service in my area is split between different providers and the ticketing is not integrated.
218	Its about proof - making the whole idea work as you promise
219	This is a disgraceful what of making us prioritise something we don't agree with - ignore all the above
220	Rural services (if they exist) are usually a single route to the city centre. It is not feasible or practical to use this for getting to most places (apart from city centre) eg Addenbrookes, Science Park etc. There needs to be improvement in Park & Rides so people drive to Cambridge & then use these buses to travel across/through the city.
221	I put getting the message out first because so many of my friends and neighbours are angry at the changes and cost in their lives that this represents. They need persuading.
222	This is the most buggy, poorly designed web page I have seen for a while. It just sets all the numbers 1,2,3,4,5,6,7 whatever I select. What a piece of utter crap you have given me! Please ignore the numbers I chose here.
223	Value for money covers all resident, not just bus users. A tax on those who need their vehicles should be unlawful.
224	<p>Bus information (fares, timetables, places served and stop locations) is currently very poor. This will be a quick, easy and cheap improvement. People unable to drive, or otherwise without a car, in rural areas are cut off from employment, educational, cultural and social opportunities. There is, currently, a confusing range of tickets, mainly valid only on one operator's services, and queries to the driver about 'best value' delay boarding and lengthen journey times. They also discourage bus travel. Operator maps must show other operators' services. There should be clear journey planning information with multi-operator ticketing and recognised interchange points.</p> <p>Getting to places quickly and on time seems dependent upon the points above.</p> <p>Bus services that people want to get on' are dependent upon the factors above.</p> <p>'Delighting customers' is an outcome if all the strategies above are effective.</p>
225	Clean buses, not expensive to use (to put money into the share holders pockets), clean bus shelters (which at the moment they are not ), if I wanted to go to garden centre I won't have to allow a couple of hours just to get there.
226	Some of your priorities do not make sense. The ones I understand are of equal priority or overlap but your survey does not allow equal prioritisation of priorities
227	I find these questions difficult; too many ifs and buts; some duplication. They are all priorities!
228	Bus services alone will not provide a 'world class service'. Other options such as light rail should be part of a solution to travel in the county.

229	Frankly, they are all very important, aren't they!! Seems to me that it's a distraction asking the public to prioritise, when all these things need to be done as part of a good bus strategy.
230	Making buses available to those that find them challenging to use and reduce social isolation.
231	Do not forget rural areas such as burwell or risk isolating the elderly
232	The quickest way to get from A to B is in a car. And you're not standing outside all weathers waiting
233	Prompt and reliable services with guaranteed journey times are the core of any public transport system. Get that right and everything will follow.
234	I feel "delighting customers" should be a result of doing all the other things, make the buses really great and easy to use with good simple tickets and everything else, and that will allow the delighting customers to happen. I feel it is vital that all of Cambridgeshire and Peterborough has full bus connectivity no matter how small, and that rural coverage should be top priority.
235	What matters is getting people to where they need to go, reliably and fast.
236	If you get things right then people will want to use buses. Delighting customers may be a step too far!
237	<p>All of the above strategies are vital in persuading people to switch travel modes and 'trust the bus'. Is it appropriate to rank them when all the aspects are needed to work with each other? All are required for a satisfactory bus experience and growth in buses. However...</p> <ol style="list-style-type: none"> <li>1) Bus information (fares, timetables, places served and stop locations) is currently very poor. 'Information and getting the message out' will be a quick, easy and cheap improvement.</li> <li>2) People unable to drive, or otherwise without a car, in rural areas, are cut off from employment, educational, cultural and social opportunities.</li> <li>3) There are, currently, a confusing range of tickets, mainly valid only on one operator's services, whilst queries to the driver about 'best value' delay boarding and lengthen journey times. They also discourage bus travel.</li> <li>4) Major operators' maps don't show other operators' services. There should be clear journey planning information with multi-operator ticketing and recognised interchange points.</li> <li>5) Getting to places quickly and on time seems dependent upon the points above.</li> <li>6) 'Bus services that people want to get on' are dependent upon the factors above.</li> <li>7) 'Delighting customers' is an outcome if all the strategies above are effective.</li> </ol>

## Appendix 1e: Responses to Q9. Do you any further comments on the Bus Strategy?



Response Number	Do you any further comments on the Bus Strategy?
1	Just a better evening / night service at weekends is what I personally want. The current pricing for the day rider ticket is already reasonable for me.
2	The sooner this bus strategy is implemented the better.
3	Buses are still needed. Too many parts of Peterborough are not covered by a bus service. I hate to think what it must be like in rural areas. The bus services from Peterborough to other towns have got worse and often finish before working hours.
4	Strategy, This sounds more like the GCP talking, Stagecoach are supposed to be running buses, however as they can't make enough money out of a service..They cut it....However the owners still take a tidy wage...Why should motorists have to pay for it, Why should more get put onto our council tax to pay for it...Also chuck more heavy motors on the joke of a road system we have..The state of the roads look like WW3 has happened on there...This council are a joke...
5	The strategy will only work if the bus companies collaborate. Last year the area saw a major upheaval in service by Stagecoach, which didn't seem to have been discussed with anyone from any council. Both they and Whippet are struggling to recruit drivers so services frequently don't run, with little or no warning. These really fundamental issues need to be addressed before any new strategy can be implemented.
6	Clearly written by consultants who live in a city. Any bus strategy can only work if there is a train strategy and timetables match
7	Please make it more than a strategy and please make it work. We need a bus service that is reliable and has buses at appropriate times of the day. College students, older people, those without cars, all need a bus service. I would use a bus to get into town if there was one that I could rely on and at a sensible time. We have no buses on Sundays!! So no going to town on a Sunday or getting a bus back from the station if you have been away. How is that a bus service??
8	It aims high, but I have serious doubts about its achievability. Too many times this has been looked at but services continue to deteriorate.
9	The difficulty will be organising areas for a congestion charge to pay for the new service. Eg. ensuring Waitrose is not included in the City area. Probably a survey is required to assess exception needs and area covered.
10	We should have a bus service as we see in locations like London  An integrated service.  Buses should operate in our major towns and cities early enough to support commuters and late enough to support our night time economy. In addition considering the usage of late night trains and servicing these users with a bus service to major locations locally.  Rural areas should have access to bus services which connect to employment, shopping, health and leisure. Usage of DRT to achieve this should be explored and expanded.

11	People who plan so often never use the bus services
12	Stagecoach need replacing. They are the perfect example of how to put people off using buses.
13	Ensure that the right size of bus is allocated to services. Currently the bus service through Tydd St Giles uses a double decker which is far too big for the number of people using the service currently and the rural roads are not really designed for double deckers.
14	Crikey why is this taking so long
15	Must be cost effective.
16	As a non-driver I am FRIGHTENED of losing bus services
17	<p>Page 12 states "Services radiating out in all directions from Cambridge and Peterborough to market towns and villages. Some of these will offer more direct routes with fewer stops, making journeys faster."</p> <p>The bus from my village used to run every 30 minutes - it was ran by PCC, it was a fare price and it got people to where they wanted to go in good time. Now that stagecoach run the route, i don't even consider using the bus. Its cheaper for me to drive into town and pay to park in a private carpark, not to mention its quicker and easier, allowing me to change my plans and take my time.</p> <p>The fact that the bus that comes to my village takes a very long route around the city it stupid, it leaves Newborough, and goes around Werrington (Along the same route where there is a bus every 10-20 minutes) and then heads out the back of Werrington into Dogsthorpe, again where there is already a regular bus service. It does not pick up any other passengers in these areas, mainly because they all get on to the more regular, direct buses. It takes upwards of an hour to get into the city centre via bus, and then how ever long for onwards travel on other buses. Its disgusting that stagecoach thinks its okay to waste peoples time just to attempt to squeeze more profit out of a route. If the route isn't filling their back pocket enough then that there problem, they are the ones making it out like there 'heros' providing a 'public service'... Getting the bus is pointless for me, end of... should i get into the fact that a bus arrives in the sleepy village full of elderly people at midnight?</p> <p>Stagecoach should be held to account by PCC and the CA. They are the ones who wanted the contract, they are the ones who want the money, they are the ones who should do their jobs and encourage people onto public transport. having one bus every 2-4 hours, with only 6 useable buses a day, again, 2-4 hours apart is diabolical.</p>
18	It all sounds good but I will believe it when I see it.
19	IT NEEDS TO BE SORTED SOONER TOO MUCH DITHERING AND NOT ENOUGH ATTENTION TO CUSTOMERS NEEDS
20	You have promised improvements so many times but it is just not happening. Strategy after strategy is published but nothing happens. In the meantime, rural commuters have to deal with daily cancellations and severe delays. I'm doubtful that such ambitious plans will work if you can't get the basics right.
21	There is no viable alternative to effective public transport. It must succeed.

22	Buses need to go directly to peoples place of employment which is not always the centre of town. Rural villages need an integrated service, pick up from where people live to reduce car journeys.
23	Actually LISTEN to the people/bus users not just pay lip service to them and go ahead with your plans anyway. There never seems to be any joined up thinking!
24	You can't have a strategy unless you have OBJECTIVES, where are they or don't you think you have the skills to deliver meaningful objectives and so just hide behind the happy clappy crowd pleasing rubbish.
25	Just a proper service that other counties run would be nice. No jargon just a decent service
26	Buses need good connections and to be frequent. There needs to be more buses than passengers, and the passengers will come.  Bus from Chesterton to Isleham
27	see previous responses. There is no city in the world that invests so much on a single mass transport system for inner city travel. You are struggling the growth of this city and add to the commute hell people that are unfortunate to leave in a village but work in the city has.
28	Please implement it quickly! And ensure private companies brought into any partnership actually deliver rather than constantly retracting and cutting services.
29	Single decker buses are better - they are more flexible. Drivers have better view of passengers, stairs limit who can use upper deck, running double deckers with 2 or 3 passengers is expensive. Contractors want double deckers to get school contracts and use less drivers - they then want to continue using them on standard services. It is all driven by profit not convenience. Until that changes people will use cars
30	Please get on with it as soon as you can to prevent what little service we already have collapsing before you get chance!
31	Please make sure Grantchester has a reliable service by reconnecting us to the No. 18 rather than the 118
32	I think my earlier comments have said it all thank you.
33	Rural areas in Fenland are poorly served.
34	The bus strategy needs to consider the movement of people outside the area into the area
35	Curently the bus service from Newmarket to Cambridge is unusable if wanting to go to the Biomedical Campus. You have to change in town and it takes too long. Also the service is barely every hour. With Childcare commitments it is imposibile to use the current service, as I can't take 90 mins to do a 25 min journey (45 mins with heavy traffic).
36	please get on with it!
37	Delivery is key. The strategy is useless without the resources to deluver
38	I would like new places to be connected by bus services, like local National Trust places (e.g. Anglesey Abbey, Wimpole, etc).

39	Do the simple things. Act on comments already made. Examples: the stop in Addenbrooke's Road that obliges passengers to walk on the muddy verge. The stop in Hills Road just south of Long Road that has no post, flag, indicator, anything. Shorten driver handovers. Convince Stagecoach to stop taking cash, which lengthens dwell times. Less "vision", more concrete simple actions to make the buses more attractive.
40	Give up.
41	Without including a reliable bus service to rural villages there will still be a preference to use my own car
42	I hope you've dropped the idea that West Hunts won't benefit from the Cambridge congestion charge money. I hope you've also dropped the frighteningly bonkers idea that Addenbrookes is within the Zone rather than on the edge.
43	The buses must be in place before any congestion charge is made in Cambridge otherwise many businesses will go under.
44	Buses need to make sure passengers standing don't congregate near the front, buggies are folded to allow access for disabled passengers, more sociable and polite drivers, and make sure people are seated before moving off.
45	More buses stuck in traffic go nowhere, but carrying stuff about from prams to musical instruments is more convenient with a car. Unloading at destination without a long wet walk and wait prevents buses being viable for many journeys and that does not appear to have been considered in depth.
46	No council tax levy to get more buses
47	Rail
48	do not pay for it through a levy on private cars.
49	The price is way too high for such a poor service
50	No....apart from why have a Bus Strategy at all.....it should be a TRANSPORT STRATEGY!!!!
51	None if achieved would be workable bus strategyb
52	Re start the 33 bus from peas hill elliot Road norwood road robingoodfellows eastover to neale wade march children have no bus now Send 33 and 36 20 minutes apart just to match town centre is not economic viable 25'-30 ,children lost there bus and stage coach losing money
53	Timely service- most important
54	To ensure these are zero emission, modern buses not environmentally damaging old buses bought on the cheap to meet costs or deadlines.
55	None thank you
56	It would be good to have a regular bus service that didn't keep missing buses out or drive straight by showing "Not In Service" The Stagecoach app is just not reliable.
57	I am extremely sceptical that it will be what it should be in this world of profit and privatisation. I hope I am wrong, but doubt it.
58	It should include consideration of direct routes connecting outlying towns to the biomedical campus and station that don't involve travelling through central cambridge, which doubles journey time.
59	Appears to need further consideration of provision of complimentary facilities such as sufficient toilets at major bus interchanges etc



60	Yes...stop sponging off council tax bill payers
61	Lovely in principle, If a congestion charge for Cambridge Is brought in before a decent seven days a week bus service the north of Cambridgeshire is going to be hit worst. Park and ride from Milton is awful - takes 25mins to city once bus turns up so not a viable option at present.
62	The sooner it is put in place the better, time is ticking. We will soon forget what buses are for....
63	The number of bus changes matters. When it was more affordable, I would opt to stay seated on the bus for an hour to take me all the way into cambridge rather than change at longstanton to stand on a bus to get to the same place. I also have always had a 20 minute walk from drummer street to my place of work because there isn't a bus to take me there and the wait to change buses would lengthen my journey further. Whether getting the bus from Swavesey or at the end of my road the journey has ALWAYS taken me an hour and a half whether that's an hour of walking and 30 minutes standing on the bus or an hour seated on a bus and 20 minutes walking at the end. More options to transport bikes into Cambridge on buses would also be useful.
64	While it sounds wonderful, in reality our services are being cut and don't run to suit most people's requirements
65	Please consider keeping the £2 cap on journeys within the county boundaries
66	As previously mentioned, sitting on the guided busses for hours in both directions when they are unbelievably hot, stuffy and I can't breathe is the worst experience ever. PLEASE prioritise a better environment on the busses.
67	This survey is a waste of time without first providing the bus service for people to get to places of interest and transport hubs. I do not believe the council is capable of providing and funding enough buses to reduce the need for people to drive on the roads or get more expensive trains
68	We used to have smaller link buses in Peterborough which worked well for areas not needing a normal size bus. We have one that comes to Keys Park twice a day that would be an ideal candidate to down size but very much needed for the elderly that live in the area alongside other residents. Be even better if it was more than just twice a day too.
69	Need a greater awareness promoting of the amount of commercial operations there are compared to those requiring subsidy. Any franchising should limit the successful bids of any operator to a certain percentage so that a geographic monopoly is prevented. This may be costlier in the short term but cheaper in the longer term. No mention or advocacy of segregated busways playing a role?
70	Ensure any funding requirement is fair to everyone and connect all large population centres direct to the Busway network (which could be expanded to facilitate this
71	It needs to happen soon
72	Ok do not currently use the buses, as the service is really not suited to the journeys I make and when I make them.
73	Please keep Wisbech 68 Tesco bus running! This is a lifeline for me and the other regular passengers.

74	All sounds great - but how are you going to get bus companies to supply these services?
75	take the taxis off the road and they'll be a lot clearer
76	It's all very well asking us for our opinions but is this strategy going to be implemented in Peterborough? At the moment it looks like only Cambridge is going to benefit.
77	It sounds good provided the political will is there to achieve these aims. It is also essential that the best options are considered for every stage of the process. You must therefore look at other examples and take the best systems from all, e.g. tfl, The Netherlands (Rotterdam), Austria (Vienna). But, will you?
78	With so little specific information throughout this Survey, it is difficult to make constructive comments.
79	This whole strategy is flawed. Who, in most towns and Cities, excluding Cambridge, is going to give up their cars in favour of buses? They can drive and park in the centres for free and shop? Cambridge is being victimised by the Combined Authority and Cambs C.C.
80	Only that unless rural areas receive a regular dependable daily service car ownership will still be the predominant transport facility despite the ecological and societal implications
81	The strategy is aspirational and provide little indication of how the strategy will be implemented in real terms. How will the carbon net zero part of the strategy be monitored for example; how will soon will electric buses be introduced to effect this part of the strategy? How will private bus operators be compensated for withdrawing their diesel busses? Passenger numbers could increase if transport hubs are created that provided focused destinations and onward travel ie Peterborough bus station and railway.
82	I can't believe that you've put forward this strategy for public comments without mentioning anywhere how it's going to be funded! It's an absolute scam and disgrace.
83	Car owners will need a fantastic bus network before they give up the convenience of their cars.
84	I would want to know value for money, passenger numbers now and forecast, what are they going to different to the fiasco you had with the Stagecoach and Ting. Both have been costly unmitigated errors of judgement, shown to be doing the wrong thing but shockingly delivered and without any transparency.
85	no
86	To include later buses to enable people to get home after a late evening shift
87	It will not work unless bus services are good enough to replace cars - without forcing drivers off the road by dubious means.
88	It is imperative to get this right for all but especially those in rural areas who have no other form of transport. This includes the elderly and disabled who are the most vulnerable.
89	I would use buses if they were almost as fast as the alternative car route and reliable. I'd like to see a delivery to bus hub service for all shops so that people with health issues can usefully shop and not have to struggle with heavy purchases.

90	Bus operators assume that everyone stops travelling at 18.00 (Ely area) Many people don't finish work until 18.00. Please run services so people can get home.
91	It is fine if you live in one of the big conurbations. If you live anywhere else - then things are different. I know you are advocating community transport ways of dealing with provision on routes which do not have many passengers. But this restricts the time and place that these people can get transport. It means they have to book everything days in advance. That is no good for many people
92	Although I do not currently use the bus service, many people in the village do and I am aware that buses, at the moment, are not reliable to turn up. Reliability is essential if people are to be encouraged to use them.
93	Please do not ignore the requirements of bus service for the people of Chatteris.
94	We need to look at how we can have a reliable service that meets the needs of residents and not the companies running the routes. Manchester's Bee network is looking promising.
95	A strategy is not enough on its own, the public need to be consulted.
96	Could not understand the thinking behind ending the X5 for St Neots. A total 'cock up' is putting it politely its obvious users needs not considered.
97	You can have the best strategy in the world but the key is delivery. How are you going to make this happen? We need to see the delivery plan.
98	I remain to be convinced that buses can scale enough to tackle Cambridge's problems. And in particular I am deeply disappointed that there is no reference to integration with and awareness of other modes of transport. I would say that the growth of e-bikes and scooters is a much greater priority.
99	Do it ASAP!
100	Reinstate Upwoods bus stops.
101	please see my earlier suggestion about how to join up the villages with towns.
102	This strategy is good, but it's also obvious. We need to make it happen with concrete proposals - are you proposing franchising or better partnerships? How will you integrate on-demand for rural with interchanges? I want to be able to travel from a village to a specific part of the city - describe my experience end to end with real concrete examples.
103	Build trams with integrated buses in villages to connect to trams with integrated tickets/bus passes. All of it publically funded via tourist tax and dedicated, serious money taken from our taxes, just like Dutch cities do. No Dutch city has a congestion charge by the way- only LEZ for diesel.
104	The tng service is currently appalling.i used it before at least 2x a week. Now, never. It needs serious improvement.
105	Better bus stops with hard standing, seats and shelter from the wind and rain!
106	Yes get on with it before it's too late
107	Surveys are all well and good but put them on bus shelters, schools, GPs, rural magazines. I am worried a small cross section of people will gill them out and big decisions affecting millions of people will be taken without sufficient representation.

108	It is unprofessional to ask people to comment on proposals which are so lacking in substance. of course, everyone wants a well designed, reliable, well connected, affordable bus network. But this strategy is empty and this consultation is meaningless at best and actively disingenuous to the point of wasteful or intended to elicit spurious support to other plans
109	It is a shallow attempt to get people to agree so that you have licence to misinterpret answers any way that you like so that you can break covenants on land that the University wants to build on
110	It can only get better and then peoples' habits will change.
111	Commuting should be top priority, to reduce the traffic on the roads.
112	I am very concerned about the validity of the individuals forcing this on our community. I would like to see an audit trail ( not one that gets lost in convenient Council books ); This Busway is entirely unnecessary and will be a blight on our land - shame on you.
113	I regularly get a bus to and from work , it's annoying when the bus is running late and then doesn't even turn up at your stop, instead you see it turn off and continue along a main road to the bus station...this is annoying as then the next bus isn't for over an hour and I have to pay out for a taxi
114	Use your duty to cooperate between Lincs, Rutland, P'boro & Cambs Integrate transport systems where possible eg P'boro station area & Bus stop with other initiatives such as mini train to centre, cathedral, Asda, Lido, And for villages: Before Christmas 2020 there was an excellent understandable consultation for Cambridge with proposals based on Spacial Strategy. It was clear what it meant in terms of delivery. This vision is meaningless Based on Spatial strategy in Peterborough: medium size villages to have hourly bus services, Small villages to have an extension (original) of Call Connect - UNLESS there is a significant resource used by other villages such as a medical centre of post office.
115	There needs also to be a strategy to reduce the presence of cars and other vehicles in town centres. St Neots have made a good start with this by removing parking from the Market Square. Combined with improved mti modal options, this strategy could lead to environmental benefits as well as getting around more simply.
116	Needs some small steps ASAP, currently so little confidence in some routes that they are not being used as much as they were for fear (or experience) of not being able to return, even if they manage to get to the destination. This then becomes self perpetuating, no users, no buses.
117	My experience of buses is as an occasional user travelling to work on the 904. Since the recent timetable changes there's no longer a service that meets my hours, so I cannot use them any more. I have access to a car, but many others don't- the service needs to be able to get them to work
118	The bus services need to improve and it has to happen quickly, A quality bus service is crucial for a properly integrated transport system.
119	The routes and timetables need to be constant - if they are reliable and happen then people will use them. As a rural town there is no point if the first / last buses do not arrive at main towns / hubs before or after 8 am and 7 pm otherwise people cant use them to commute.

	If they are cancelled people have to use cars, this then looks like people dont want or use buses but actually the timetable is just not fit for purpose.
120	Please can we have a reliable bus service that works for us all and stops us having to use cars for short journeys at huge expense to road users and the environment.
121	None other than the whole strategy is admirable and hope it succeeds.
122	I think this is good as far as it goes but detailed proposals are required for any real assessment
123	Stagecoach locally are a Joke. Even before Covid fares were increasing on average twice a year - and by more than inflation, whilst service quality was being reduced. EG The X5 which was meant to be a luxury coach including toilets, WiFi, air con, power sockets and leather seats was often replaced by standard coaches and even double deckers with none of these facilities, yet prices kept going up, and suffered frequent delays of more than 30 mins and regular cancellations or no-shows. I used to use it every couple of weeks but it was costing the equivalent of 50p a mile. More expensive than taking a car, far less comfortable and wholly unreliable
124	Bus service in Sawtry very poor
125	The strategy lacks specifics. Will Town "A" or Village "B" get a better, more reliable and affordable service? At present I can easily get to city centre in the morning, but can't get out late. Frankly, what happens elsewhere is of no concern. Strategy does not address localities and the concept of "place" at all. No indication that travel within the city and suburbs is a very different challenge from the very many surrounding areas. Histon to Cambridge or Crowland to Peterborough is not the same as Trumpington to city centre or Millfield to Peterborough.
126	I just hope it works because at the moment many people can't rely on it to get to medical appointments.
127	The most important thing is that it is regular, dependable and frequent enough to be of use.
128	I have been living in Great Knighton (Trumpington) for 6 years. The bus routes have not changed a bit to provide services to the tens of thousands of the new inhabitants! The councillors "representing" Great Knighton never use buses and never advocate for improving the service. The bus operators never listened to our basic demands: don't take us on a 20-30 mins detour around the biomedical campus; we have no business there, we want to go to city center or train station: just one stop away!
129	I want to know how CPCA will apply penalties/fines or other consequences if providers fail to deliver the level of service to which they have committed.
130	With the redistribution of the population moving to new residential developments in rural areas there has been no consideration to this for the transport plan.
131	I'd like to understand more on timescales, funding and marketing. These 3 areas- amongst others- will be key to drive the change needed, especially marketing to persuade people to change travel mode to something they see as inflexible, unfashionable, inconvenient etc

132	Given the recent cuts, we have additional work to do to restore faith in the bus in the region.
133	There aren't any buses where I live (Turves) and I'm totally reliant on cars and taxis. This is very expensive and I don't see how it is fair to try and charge me to subsidise other people's bus travel on top of this!
134	Thinking of integration of other transports e.g. bikes, scooters on the bus (racks, dedicated space?) Not just at departure/ arrival point
135	Use parking fees and congestion taxes to invest in bus networks. Make public transport free for children or at least under 12.s like in London and then more families will use them. The sheer cost of a family of five taking a return trip costs more than a taxi
136	The current service in rural areas is deteriorating and I am pessimistic that any changes will improve the service
137	We need rapid hub to hub buses that do not stopped every 2 minutes. For example biomedical campus to Eddington. Only with this will people seriously consider taking buses for medium length commutes
138	These seem good aims and principles to make much needed improvements to the current bus services.
139	I live in Wittering, Peterborough. We have no doctor, dentist and people walk up the A1 to get to Wansford doctor surgery. Teenagers walk up the A1 to get into Stamford. For our health and safety we please need a bus.
140	Wittering needs a bus service.
141	Would be amazing to get a bus service back.long over due.
142	Bus service needed in wittering!
143	Please reinstate the regular bus service at Wittering.
144	I don't think it's a lot to ask to provide a regular bus service.
145	Needs to be put in place quickly so people can enjoy village life and get to the shops and doctors
146	The Wittering bus service needs urgently reinstating to provide a vital link to both Stamford and Peterborough for work, social, educational and future purposes. This is fundamentally important to people of all ages but especially those that have been so affected by the Covid pandemic.
147	I live in Wittering where the bus service was taken away. It has had a largely negative impact on the community. With the cost of living crisis, if more people could rely on buses, they could save hundreds of pounds a month from no longer needing a car.
148	I am confident that there will be huge support for this strategy.
149	We don't have a bus service, please reinstate it!! Cutting off rural areas and villages is incredibly isolating for those that don't drive (such as disabled or elderly) and significantly reduces opportunities for those living in these areas.
150	It should be applied equally across all areas and not just across the city centre areas of Cambridge and Peterborough.
151	It is rather long winded, and woolly
152	Please please reinstate the bus service fir Wittering
153	We need to reduce the cars on the road. Buses are our best bet. Send leaflets around to every house of the bus routes and map, so that people

	know how and when they are, then at least it isn't restricted to those who have access to the internet.
154	No
155	I would really love for our village to have a bus service - I never use it as there isn't one!! I would use regularly if we were to have one.
156	I have 2 young kids and I live in wittering, I don't drive, I am stuck in the village
157	Make it so that the people that need it can afford it, especially pensioners and young people, I have a buss pass yet not bus service to use it on. It's not all about Peterborough
158	As before, this service is vital to allow people who don't drive or don't have access to a car to get out of the village to do vital things - shopping appointments etc. also for their mental health, they need to be able to travel.
159	We desperately need the service here in a rural area..
160	A bus service allows the other community, teenagers and non drivers to get out socialise and get out which is good for their mental health and well being and is better for the environment.
161	Please link Wittering in.
162	On the whole I think it is a good idea, but some aspects are not fleshed out in any detail which I fear will reduce any commitment to plans - which is worrying.
163	It helps those who don't drive and live in the middle of nowhere. I am one of those people and having a regular bus service will help
164	I live in Wittering with no bus service. This has negatively affected our community on so many levels. Our children are isolated, our elderly residents are isolated and a lot of our younger parents that can't afford to drive are isolated. Our civilian housing is predominantly affordable housing with low income families, they used to rely on public transport to get to work, now they can't. Our military residents have a large proportion of young families with a stay at home mum that can't drive and have no way of getting out of the village during the or getting to work.
165	The need to restore a regular bus service in rural villages is vital for the health and wellbeing of residents so that they don't feel isolated or unable to get to their doctor/hospital/dentist/work/leisure. Many people especially the elderly don't drive and therefore feel abandoned.
166	Our rural Village needs a bus service our young people and people whom cannot drive are left to feel isolated n the village are unable to get jobs and meet socially as they have to rely on parents /caters
167	Please get a bus service from wittering to Stamford
168	I hope something positive comes from this. Rural areas are getting a rough deal without public transport - it's not acceptable in 2023.
169	About time and would be a big benefit to the area
170	It is a great idea and we would all love to see a service back in Wittering allowing everyone to travel to places especially those who don't drive. It's not the best to walk alongside the A1!!

171	<p>Are any of the strategy points realistic?</p> <p>The Cabinet at Peterborough City have virtually no interest in local bus services.</p>
172	<p>Fares need to be reviewed. Currently for a major operator fares are structured in favour of longer journeys and discriminate against short hop journeys, A one, two or three stop journey in Peterborough costs £1.60. Surely a case for a short hop fare or a city centre area ticket. Vehicle quality and presentation for a a major operator is poor and in Peterborough vehicle age has increased as newer vehicles have been transferred away. The whole product has to be attractive and operators need to customer focus timetables and not base them on operational requirements</p>
173	<p>One of the questions asked how often I used a bus... I answered 'never purely because we don't have a bus service at all that is reliable or routine. Many of the families in the village have children attending secondary schools further away and transport such as buses is always an issue in getting these children to school</p>
174	<p>To consider the elderly, young and unemployed and how this affects their everyday living. I have 2 teenage daughters who are stuck here and can't get jobs unless I can take them ( I work myself) . We are meant to be showing the Young good work ethic and making them independent but how can this be done when they are so isolated.</p>
175	<p>Bus for Wittering please</p>
176	<p>We need a bus service , especially with all the new houses being built in the area.</p>
177	<p>Since the service for Wittering has been reduced, I and my family have become increasingly isolated.</p>
178	<p>In relation to question 2. We have previously used call connect however due to only recent moving to area and now having a car as well as the call connect service being difficult for timing</p>
179	<p>I don't agree with a council tax levy to pay for services/improvements that I may not seen locally</p>
180	<p>Rural bus services are vital for life in small villages. Removing bus services means villages cannot retain healthy communities with teenagers and the elderly. People who can't drive need to be able to to catch a bus to school, to the doctors, for shopping, to get in to the cinema, to meet friends etc. Losing a regular, reliable bus service is a death sentence to a village.</p>
181	<p>I live in a village (Turves) that has no public transport links whatsoever, hence I would be unable to use a bus even if I wanted to. I hope this will change in your delivery implementation and that you will ensure a regular bus service to and from Turves is established.</p>
182	<p>It is all very well having a great strategy but the key is delivery. How are you going to make this happen? When will the delivery plan be available?</p>
183	<p>Wittering desperately needs a bus service as we are so isolated here. Service families are posted here and if they can't drive they can't get to doctors, dentists, shops etc.</p>
184	<p>Please can Wittering have a bus service in to Peterborough and Stamford</p>
185	<p>Simply that wittering NEEDS a bus service back again.</p>
186	<p>No</p>



187	We really need a bus arrive in wittering, more new houses but no extra transport
188	Make sure the strategy is rolled out to rural areas too as well as the big cities.
189	Please ensure that communications across delivery partners is more collaborative.
190	My teenage kids have hardly no independence of going to town to meet with friends unless I take them
191	Definitely will be looking forward to getting back on the bus
192	Having a regular bus service in Wittering and surrounding areas would make a huge difference to my family and many others.
193	A rural bus service is vital for all sections of the community. From school age, low income and young families, old and those with medical issues to those members of society wanting to help the environment, socialise and get out to improve their own mental health.
194	Please revise the strategy by fully engaging with a focus group with a wide range of disabilities and senior citizens.
195	Just needs to be cheap reliable and there. It's not London so you won't get large numbers using it but it serves the community
196	Busses desperately needed in wittering. Especially that could be used for schools and people commuting to work
197	Rural bus services in the peterborough area have suffered for years. Our rural communities need better service
198	Please give Wittering back a regular, reliable bus service. Call and collect is far to complicated for so many of our residents.
199	Please connect Wansford to Peterborough and Stamford
200	Stop rewarding Stagecoach by paying them to provide a terrible service.
201	Do I have any further comments, better grammar.
202	I doubt if the strategy will be achieved while services are delivered by a private company having pretty much a monopoly.
203	Consider the times of buses in order for people to get to work and school - current timings (as a bus service was removed) isn't fit for purpose for school children and working adults.
204	We need a full bus service that covers Sundays, bank holidays and some evening times even if limited.
205	NO PRECEPT TO COUNCIL TAX
206	DON'T Stop that BUS!
207	Folksworth needs to be on the network as haddon/ Yaxley have grown. We are an isolated rural village without transportation
208	Much of the Combines Authority area is close to boundaries with neighbouring local authorities such as Northamptonshire and Lincolnshire, effective cross-county cooperation is required to provide meaningful public transport (example: Stagecoach East X4 bus connecting Peterborough to the Huntingdonshire village of Elton then on to Northamptonshire to Oundle, Corby, Kettering.
209	While it is an aspiration I can not see it being delivered in my life time living in a rural area at the fringe of the county.

210	The bus from Peterborough to Norwich is an excellent service. It is a long distance route that people also use for local travel. My main problem with using is getting into Peterborough. More routes like this would be great I would like to see further roll out of the Ting bus.
211	We need a bus service in Wittering village, it is highly missed by residents of all ages within the village.
212	It needs to come into action quickly.
213	I feel strongly that lack of busses in rural areas drives deeper segregation and limits social mobility and inclusion. It's not just a bus, it's connection and lifestyle and opportunity.
214	Many villages have call connect buses. They need a regular reliable bus service.
215	The workers, College students and others are desperate for a bus service
216	Wittering needs bus'
217	There are no busses in Wittering, this is isolating for those who don't drive but also for the children who then have to rely on their parents for transportation. Even a daily bus to and from Peterborough or Stamford adds independence and integration
218	Wittering needs buses
219	We have elderly people In the village and would be brilliant to have a service back
220	Having retired in the PE19 area we were relying on better transport links to aid our travel around the county and beyond thinking of the environment also in not using a car.
221	It needs to happen as quickly as possible there has been enough talking and money spent on surveys etc people need to see action and things happening! The flat fare of £2 per single journey and the temp bus services that replaced the ones stagecoachn couldn't make money from I'm sure have helped an awful lot of people!
222	N/a
223	Charging people to drive in an area alienates people as it makes them think that the rich will continue to use their cars increasing the them & us divide. Maybe you should have a 1st & 2nd class area on buses as you have on trains to encourage all people to use buses.
224	Buses need to be available and affordable before cities/towns restrict access to cars (Cambridge!). They may run at a loss for a while
225	Wittering needs a regular bus service.
226	Bring back rural buses!!
227	Villages small towns should have a bus service. Good for the environment to keep cars off roads. And so people can get to drs shops or just for leisure reasons. It's a very important service to so many people it should be a priority of the council to oversee this service
228	It could be better explained. The Strategy Document is too long, only the already-committed will bother to read it.
229	I think it's wrong to have a free bus pass perhaps a reduced ticket price pass would be better as there is less subsidy needed so hopefully more companies would want to run rural bus services

230	With the impact of climate change and the ongoing economic situation we should move to more use of public transport (ideally electric) and discourage car ownership. We currently live in a rural area where we have no bus service. So we have to use a car, especially for our regular trips to the hospital over the past two years.
231	Let's hope you can make it happen!
232	We need buses again to cut down on cars and parking problems and to enable easy travel. Listen to the public and get a service going again please.
233	Rural service to enable people to get to work, shops, rail network, hospital etc.and to connect with other rural places.
234	put never is a previous box as our bus service from Peterborough to Stamford was stopped 2 and bit years ago causing a great loss for the community we would support and need a bus service, call connect is not sufficient, teenagers need to get to colleges people need to get to work, people want to help the environment.. WE NEED A BUS SERVICE FOR OUR TEENAGERS, YOUNG PEOPLE, ELDERLY AND ALL OF US IN THE VILLAGE PLEASE
235	Actually do something about it. Words are all well and good but we need positive and cohesive action. Getting vectare replaced by a bus company that cares would be a good start.
236	It is important to have a bus strategy, also important to have a bus service. I used it when we had one, to get to work and to go into Peterborough to shop and to socialise with friends. I would use it again if we had one.
237	Just that qe really need a but for elderly and students of our community.....with it hopefully being extensive enough to use for all work/leisure purposes
238	Nassington needs a bus service!
239	My priority is providing a service to rural areas to allow people to get to shops, doctors, hospitals etc There a lot of people who feel isolated with no access to buses.
240	Can we please have a bus service to take us into a growing City and support the shops restaurants and bars there and also appreciate our wonderful City
241	We do not have a bus service at the moment and as we live in a village we would like to have this reinstated.
242	Having a bus service would be a great start
243	I am just grateful that our long standing problem is being addressed
244	it would just be good to have a bus in our village!
245	Please just make it happen
246	I currently have no access to a bus service, no longer drive because of health problems, no proper shop in the village. Disgraceful state of affairs.
247	A comprehensive bus service that includes all rural, as well as city , areas is required. This is needed to support our ageing population, ensure equality of access and to work towards Net zero.
248	I think the lack of buses in rural areas cuts people off and limits their life pleasure. Castor and Ailsworth are expanding and need a regular and frequent service especially with the care home and future development of Woodlands

249	Totally support an overarching strategy that keeps villages connected. I know an elderly village residents who moved to a town to maintain an independent life after our bus service was withdrawn
250	it would be good to be as you say
251	Need a regular bus service from Castor.
252	So many villages have no bus service now, we are going backwards in terms of service and availability instead of forwards
253	It need to happen I'm a single mum with mental health issues that live in a village far away from any family or friends and as I moved in the bus service was cut so for 3 years I've had to struggle getting anywhere to see family or even shopping
254	Please do include rural areas like Marholm in your wonderful strategy which you have obviously put so much time and effort into.
255	Wittering to stamford would reduce traffic to stamford and help the village with transport. People in th forces would be supported too and have the opportunity to work in town
256	RURAL VILLAGES ARE IN SOME CASES ARE COMPLETELY CUT OFF AND UNLESS YOU HAVE A CAR ARE STUCK
257	Castor and Ailsworth needs a better bus service.
258	Rural bus services are vital for the elderly. Here in castor & ailsworth we jave NOT had a bus service for several years and thst needs addressing.
259	I wouldn't want to see double decker buses travelling the countryside with just half a dozen people on them. The rural villages need quite a different system to that of Peterborough city area. Perhaps ask people when/ where /why they would travel by bus?.
260	If buses are known to be available I'm sure more will be used. Surely part of the 'green' message.
261	Wittering needs a bus service. A large community with an unreliable alternative
262	If my village (Castor and Ailsworth) had a bus service I would use it in preference to driving into Peterborough
263	I am very relieved that some serious thought is being put into the ongoing poor bus services.
264	A safe, reliable and consistent bus service is vital for rural areas for a range of people. Have teenage child this would support them being able to go into town and also access higher level education centres.
265	Please provide a bus service to Water Newton.
266	I think people who currently have the use of a free bus pass should be allowed to pay for the service if they are in a position to do so. Therefore improving the service for everyone
267	I want to be able to meet friends and family without being reliant on lifts and goodwill
268	I would love to see a new bus service for rural areas including wittering so I don't have to use my car and it's convenient as I don't have to worry about parking.

269	The Bus Strategy has been well thought out to cover everyone's needs. Many Rural areas have lost their Bus Services over the years due to them being no longer cost effective for the Bus Companies. This has not only affected the residents of Rural Communities but it has sadly denied people from the Inner City areas of Peterborough that are also on low incomes with no transport, the opportunity to visit the Historic and Beautiful Countryside in the surrounding areas of Peterborough.
270	Please enable us to leave cars at home!!
271	No, just a service into and out of our village at regular times
272	Come to the village and speak to the residents and let us have a say.
273	Bus Services are not just about Transportation - they fulfil so much more. People get exercise and fresh air getting to and from the bus stops. People get to know their neighbours while waiting for the next bus. Young people learn to mix with all other age groups safely and appropriately while travelling. Young people gain a sense of independence and expand their horizons with part time work while older generations hang on to their confidence and pride. Communities thrive, people want to live in all parts of the counties and villages don't die with the loss of its young families...
274	The current provisions for buses in the village of Sutton are to be extended to cover early evenings and that the buses connect with Lancaster way Business park, Ely Train Station and Ely City Centre to allow commuters to use the buses or trains onwards to Cambridge and other destinations. Additional routes be added that connect Sutton with the guided bus services in Longstanton or St Ives.
275	I hope it works as well as you envisage.
276	Consider the impact of poor transport networks on rural communities, we want young people to access further education and work so they can positively contribute to society and need buses to do that!
277	This is aspirational, there is zero detail on how to deliver it or costs
278	This Bus strategy is needed, at the moment buses are very unreliable and expensive (before £2 fare). In my life I always considered public transport for commuting and it was never attractive. Driving car was cheaper there were always delays and would prefer to sit in car in traffic than on bus stop in rain to my last job it would take me 15min by car and 45mins by bus and yet again it was more expensive to use bus. I must admit, £2 fare attracted me to use bus rather than drive even though it takes more time.
279	Keep it simple, keep it fair for all and make sure services are as direct as possible
280	Do away with poor quality operators continually letting down passes. Put proper routes in place instead of rubbish fad demand buses like Ting which is unreliable and poorly run
281	In order to achieve this bus strategy there will have to be more than adequate resources of different kinds, obviously money but also other kinds of resources. This will be the key to success. At the moment Cambridge buses are a nightmare for my friends.

282	It isn't a strategy. It's just a list of aspirations. The strategy has to be the proposed actions for turning the aspirations into reality.
283	Franchising not affordable. Electronic departure boards are fine but at bus stations there needs to be full up-to-date timetables on display showing all intermediate points and timings in both directions, ideally with maps and other info. Ideally printed timetables or booklets as well. The electronic displays don't tell you when you can come back or when they run on other days of the week etc. Many people don't have internet or apps or find it too difficult to search for the information, which is often hard to find.
284	thank you for taking steps to enhance the bus network
285	there is a lot of talk ie linking routes to places people want to go. The guided bus route added extra travel time to those living in Huntingdon and there is still not a direct bus from Huntingdon to Addenbrookes
286	Major re think needed. NOT tinkering
287	It sounds great. At last some joined-up thinking to help reduce carbon emissions. Good luck!
288	That the authors and decision makers use the buses and speak to the people who are taking the buses. Asking questions survey while cheap and easy does not provide a complete picture. Read about basic Q&Q research methods and sampling.
289	I di not agree with the CONgestion and I am sure these surveys are to hoodwink the residents. Combined authority, gcp and th3 county council cannot be trusted. The quicker labour and libdem are voted out the better.
290	It is vital that we do not have the situation in the future when a single bus company can hold us to ransom, threatening to withdraw/re-route services with very little notice and potentially leaving people with no way of getting to work/college or even shopping by public transport. If we are really serious about reducing pollution, we must reduce the need for individual car journeys - reliable buses connecting with rural areas are vital.
291	The strategy is good, but we need assurances that no area will be cut off including Hardwick's Citi4
292	The infrasructure needs to be invested before congestion charging and before housing developements are complete and not an after thought.
293	Buses are the future.We are a community- not just a place where often single car drivers in their metal boxes on wheels, drive very short distances with 3 empty seats adding to traffic and pollution.There should be a move away from car use within 5 or so miles of Cambridge: if a bus ran reliably every half hour why would you need to drive?There needs to be a cultural shift.I am unable to run a car as I can't afford to.
294	The ambition is commendable but the method is limiting, We need a bold approach that is a cross capital, delivery and operational partners,  Need to acknowledge the impact of failure and the compounding impacts across the issues such as employment, skills, employment, life chances.

295	<p>The strategy is good in theory, providing a viable alternative to car use, fast, convenient and reliable, but pointless if it cannot deliver, which is the case for Willingham.</p> <p>Under the GCP plans our bus service will be worse than it had been in recent years. Fast and direct services would be wonderful, but we have lost our direct service to Cambridge. Under the proposed plans we will need to take two buses: an hourly rural loop bus to Longstanton P&amp;R and then the Busway. This is neither fast nor direct and builds in uncertainty and confusion. Even if all goes perfectly to plan there is no way that a Willingham resident 'can easily access a good job within 30 minutes by public transport' (page 7). Someone just missing the rural loop bus could have almost an hour to wait. This will not provide a viable alternative to the car. And there are no plans for new routes to connect us to where we want to go. Cottenham is an obvious example, where the Village College that serves Willingham is located. There is nothing here that will promote bus use or reduce car use.</p>
296	<p>Unreliable, late, cancelled, don't go where you want to go, don't go when you want to go, no guarantee of getting home, rude staff, rude/dangerous customers, often can't get a seat, too expensive, useless when carrying loads, no protection at stops, unsafe.</p>
297	<p>As above.</p>
298	<p>You can't realistically have a bus strategy but wilfully ignore the staffing crisis resulting from Brexit and an ageing population. In addition many bus drivers will retire in the next 5 years (you ever seen a young one?) resulting in further driver shortages.</p>
299	<p>i'd love to use the bus again!</p> <p>Just one more comment, I have not found the Ting bus at all helpful - when I have wanted to use it one has not been available for hours, and they cannot be relied on to get to appointments in time.</p> <p>When going further than I can walk or cycle I currently ask for lifts or use taxis - another car on the road!</p>
300	<p>Scrap it and get people who know what to do and definitely never use Stagecoach</p>
301	<p>There is no point in having a Bus Strategy without an integrated transport strategy, Your words come from a nice to have in an ideal world starting from scratch. Never going to happen.</p> <p>The only way to remove the stupid congestion in Cambridge City is to put a Metro underground/overground. Previous Mayor had the right idea but no support. At the weekend the congestion I see is mostly jostling buses! The GCP plan to move people from cars to buses wont work in villages unless you put rural buses back in. The GCP Plan for C2C is also becoming more and more irrelevant at plans develop to double Cambourne population size and bring in East West Rail service.</p> <p>And why is there no lobby to get a proper cloverleaf on Girton? At the moment many of the commuter cars through Hardwick, Coton, Comberton and Barton are there because there is no A428 and M11 connection. Think wider.</p>
302	<p>I really love the idea of the Ting bus too. It's great that you're looking to improve the bus service.</p>

<p>303</p>	<p>a) The Bus Strategy has only two small references to the Greater Cambridge Partnership Bus Strategy in 'Making Connections'. Given the latter's crucial importance to the bus services over a large part of the CPCA area (including those parts that are also outwith the GCP area) this seems a rather crucial omission from the CPCA Bus Strategy.</p> <p>a) The Bus Strategy has only two small references to the Greater Cambridge Partnership Bus Strategy in 'Making Connections'. Given the latter's crucial importance to the bus services over a large part of the CPCA area (including those parts that are also outwith the GCP area) this seems a rather crucial omission from the CPCA Bus Strategy.</p> <p>b) The Bus Strategy seems to minimise the vast gap in provision and quality (regarding both the Bus Service level and the level of User Information) between the Network outlined in the 'Vision for Bus' and the Network that is provided now by CPCA and the bus operators. Whilst a gap is acknowledged in 'Setting the Scene' (page 4), this omits a reference to the massive Stagecoach bus cuts at the end of October 2022, which both in themselves and in the response of the CPCA to them, revealed gaps in both the Partnership and User Information elements of CPCA's existing Bus co-ordination activities. Omission of a reference to this reduces the Strategy's credibility.</p> <p>a) The Bus Strategy has only two small references to the Greater Cambridge Partnership Bus Strategy in 'Making Connections'. Given the latter's crucial importance to the bus services over a large part of the CPCA area (including those parts that are also outwith the GCP area) this seems a rather crucial omission from the CPCA Bus Strategy.</p> <p>b) The Bus Strategy seems to minimise the vast gap in provision and quality (regarding both the Bus Service level and the level of User Information) between the Network outlined in the 'Vision for Bus' and the Network that is provided now by CPCA and the bus operators. Whilst a gap is acknowledged in 'Setting the Scene' (page 4), this omits a reference to the massive Stagecoach bus cuts at the end of October 2022, which both in themselves and in the response of the CPCA to them, revealed gaps in both the Partnership and User Information elements of CPCA's existing Bus co-ordination activities. Omission of a reference to this reduces the Strategy's credibility.</p> <p>c) There is no mention in the Strategy of the costs that CPCA will incur in delivering a 'Vision for Buses', nor of the Strategies that CPCA has for obtaining the funds to deliver the 'Vision for Buses'. These gaps further reduce the Strategy's credibility.</p>
<p>304</p>	<p>It will be more credible when there is a timeline for specific actions to ensure implementation.</p>
<p>305</p>	<p>Make sure you do a policy risk assessment for each of the policies within the strategy. What will your actions be if you do not achieve what you set out? For example the GCP proposals get rejected. Furthermore, there will be a general election in the next 2 years. Do you have the flexibility to reorient your strategy should a new government with new policies get elected?</p>



306	Yes, call a meeting with drivers (new and old) and operators and get direct feedback on what the current problems are. Not all passengers understand the difficulties faced by an operator, its Admin staff, drivers and service engineers etc. Public transport is about more than fancy words on paper - it's about the nitty gritty of keeping going against the odds in today's conditions. It's tough out there for all concerned!
307	Not to be paid by the congestion charge in Cambridge.
308	Something more cost effective for groups travelling together. For example 2 adults and 3 kids should cost much less than the £15.50 I paid to go from at Neots to Cambridge on the 905.
309	Usable by disabled people and autism friendly systems a must
310	smaller buses that people can summon to their road would perhaps be more accessible for older and more disabled residents
311	I live in Soham. To get to Cambridge is taking me more than 2 hours with the bus so that's not an option for me. I had hospital appointments that i needed to cancel because i couldn't afford to spend on a taxi to get there on time. The new bus service is rubbish, they never arrive in time, you can declare yourself lucky if the bus arrives at least 20 minutes late. I had mornings when i had go wait 1 hour for the next bus to get to work because the one i was usually taking never came. Not everyone has a car or is able to drive.
312	Yea make more frequent buses from.brampton and later from bus station to brampton as most people rely on a bus to get home from work and most businesses do not end untill 5:30
313	Bus services that include those from Cambridge after 10.30pm as right now you can't go to a show/late dinner/event and get home by bus.  Request stops are beneficial especially for the less mobile.
314	There are many companies that provide services in other Cities. Explore alternatives to Stagecoach.  Consider models in other Cities ie. Nottingham. Clean efficient and well structured public transport. As opposed to Peterborough experience. Out dated and not even based on clean energy.
315	The ideas are fantastic, the reality I see as hard to reach. Having used bus services for all my working life, 40+ years I have seen them deteriorate not improve and currently I struggle to get to work on time daily. I would welcome the changes identified.
316	We need a system that is not just focussed on Huntingdon and Cambridge so that travel from St Neots is practical. And reasonable fares to and from places like Bedford that are outside of the area.
317	Better communication is key but any improvement it welcomed
318	Our bus service has been reduced since Covid, really looking forward to being able to get to all destinations easily at all times. I know we can't be the same as London but their service far exceeds ours.
319	The intention is all very well, but once approved things go back to how they were. Late unreliable service that lets people down
320	Find a company that will actually deliver a service and not put profits over peoplr

321	Just fix it. At the moment it's overpriced, inconvenient and it takes me an hour to get to work for what should be a 30 min journey.
322	Please get on with it!!!
323	We need a clear easy to use time table with more buses per hour on village services and easy to track bus route so if there's a hold up we can check on tracker to see where bus is ect
324	Without wishing to sound negative, the congestion charge method of financing the plans is not going to work. There is far too much adverse comment.
325	please, install cycle racks on buses
326	Using latest technology and Locally available innovation, we need to develop a transport system as good, or better than London, that works in the countryside.
327	<p>The strategy document and the consultation survey are poor quality with missing information and mismatched text between the strategy and survey. The survey fails to be accessible to many people, with the Bus Strategy Document having poor compatibility, in places, with screen-readers used by people with limited vision. The survey is, thereby, at a risk of not considering all user experiences when further developing the Combined Authority's strategy.</p> <p>The strategy must be explicit about pursuing bus franchising as the crucial step to improving bus services. (See our explainer: Bus Franchising, Quality Partnerships, and other ways of Improving bus services.)</p> <p>The strategy must go beyond the bus stop and include access to the bus stop (pavements etc) by connecting with wider strategies for pavements, pedestrians' network, cycling infrastructure and cycle parking.</p> <p>The strategy is disappointing in its lack of vision and of specific aims and strategy for ensuring that bus services are fully accessible to people living with disabilities. There must be a clear strategy about accessibility.</p> <p>There are no references in the Bus Strategy document (whether in more or less acceptable terms) to 'disabled/disability', 'hearing loss', 'deaf', 'visual disability', 'sight loss', 'blind', 'reduced mobility' or 'mobility aids'. This suggests that the needs of a huge swathe of potential bus users have been disregarded.</p> <p>While well-used buses run on fossil fuels are still better than private cars, and there are mentions of 'zero emission electric buses' there must be greater clarity on the strategy to move to zero emissions</p>
328	I do not see a date when expect to see change
329	My main concerns about using the bus is the lack of space for pushchairs and luggage. It's always difficult to change buses in town with children. The strategy needs to address how the bus service will be improved for parents with young children
330	It will be costly to alter all major routes, but they desperately need upgrading to Future Proof the next 50 years of travel in and around the city. At peak times the queues on all routes into the city are intolerable. A 40 minute

	<p>journey at other times can be as long as 1 and a half hours or more, and very stressful. The city is a major Work hub for the area and is only getting bigger and busier. Future Proof now.</p>
331	<p>More assistance from central government to help the authority achieve its aims, we need an absolutely reliable service particularly in rural areas and if bus companies don't give the service the operation should be taken away from them.</p>
332	<p>I do feel strongly that many current residents of Cambridge have adapted to poor bus services; they, like me, are unlikely to change the way they travel around Cambridge. Improved route to nearby villages might be beneficial.</p>
333	<p>Why did you get rid of the X5 service? It was the most used and liked service I know of</p>
334	<p>I thought the GCP was seeing to buses. Hope what you do is integrated.</p>
335	<p>This will never work if buses are unreliable, regularly turn up late, or not at all. The present timetables are a figment of someone in Stagecoach's imagination, look wonderful when shown to local authorities, but they bear no relation to actuality. They should be fined when they do not provide the services they promise, surely when this happens so often, it is a breach of contract.</p>
336	<p>I'm so disappointed with the way this strategy has been presented and the way this survey has been presented. If it weren't for the CBGbusUsers, I wouldn't even know this was happening.</p> <p>I agree with all the points that CBGbusUsers have raised, I'll repeat them here:</p> <p>The strategy is disappointing in its lack of vision and of specific aims and strategy for ensuring that bus services are fully accessible to people living with disabilities. There must be a clear strategy about accessibility.</p> <p>There are no references in the Bus Strategy document (whether in more or less acceptable terms) to 'disabled/disability', 'hearing loss', 'deaf', 'visual disability', 'sight loss', 'blind', 'reduced mobility' or 'mobility aids'. This suggests that the needs of a huge swathe of potential bus users have been disregarded.</p> <p>While well-used buses run on fossil fuels are still better than private cars, and there are mentions of 'zero emission electric buses' there must be greater clarity on the strategy to move to zero emissions.</p>
337	<p>It is difficult to convey the depth of response if a prepopulated consultation format particularly in ranking priorities.</p>

338	How much space do I have? It is all very good in terms of general principles but there is little detail on what is going to happen in practical terms to deliver the aspirations. In particular, there is no recognition of the difficulty of getting by bus from Peterborough to almost anywhere in Northamptonshire. Park and Ride is mentioned solely in relation to Cambridge, with no mention that Peterborough used to have one on Saturdays for part of the year. The strategy makes only veiled references to bus franchising and the need for a massive injection of funding and how this could be achieved. Issues of public safety caused by infrequent evening bus services in Peterborough are not mentioned and there is only one paragraph on rural bus services, which is a big issue in areas round Peterborough. No detail on fares....personal I favour fares free buses in urban areas (like they have in Luxembourg) but equally good would be very low flat rate fares (as under the current Government funded scheme or the proposals being introduced across Germany).
339	Make sure that new areas of housing are served at an early stage of development, so that bus usage can become habitual.
340	Integrate routes with fixed timetable with in demand reactive services (dial a ride)
341	The mission must be to serve the people of Cambridgeshire and Peterborough predominantly. Also, it must enable each and every one who uses the Bus Service to experience a modern, first class service to enable fluid travel, facilitating easy travel to medical facilities, education and employment. As many daytime 'stakeholders' are elderly or have small children, serious consideration should be given to single-decker buses for ease of transportation eg the X5 model.
342	Unless ALL rural areas are serviced the same as semi-rural, this will fail.
343	bus from march town are shockingly poor, the network needs improvement. you cannot work and live in different places for example the bus from march to wisbech does not run past 5pm. We used to be able to get the bus from march to cambridge, march to kings lynn and march to peterborough and these obviously included the stops of chatteris, ely, wisbech and whittlesea but now we struggle to get anywhere. Workers need early and late buses, people paying the fare that want a whole leisure day are also penalised. It seems we have gone to a service that caters to the free bus pass allowing for about an hour or two before needing to return home. Even the elder are complaining as they cannot get to hinchingbrooke, adenbrookes, peterborough city or queen elizabeth hospitals
344	Consider funding via Council Tax. There are currently portions for Police & Fire, which are considered essential services, so why not Public Transport? The principle is that if I have to pay in part for it then I might be more inclined to use it.
345	We are in desperate need of a decent service asap!
346	Buses need to be new and environmentally friendly - the buses being used to provide tendered services which were dropped by Stagecoach are old and polluting - environmental sustainability needs to be part of the tendering process and built in to the rules, as it is with taxis and other vehicles controlled by the local authorities

347	Whilst the aims and objectives are excellent, there is very little content to cover the implementation of these objectives. We would like to see further details regarding the logistical implementation processes.
348	Stagecoach is now owned by a consortium the members of which have LENT money in anticipation of relatively quick returns by selling off the operating companies. (source Companies House) Making a reasonably good profit with any form of mass transport is not easy. Franchising is not a quick fix. You need to find a reliable operator willing to buy the business fairly quickly
349	Please reintroduce a bus service from March to Ely.
350	Please make it work and make it more affordable for everyday people.
351	The people drawing up the strategy need to get out on the buses, try a few routes & talk directly to the people using them!
352	Need to stop cancelling bus. Need better system for queues as people always jump the queue. Better value pricing and more polite drivers. Cleaner buses and rubbish removed
353	I am totally against charging drivers to pay for setting up bus services.
354	Hub and spoke approach is the main way of routes are designed today but we are missing circular routes that can connect the "spokes" in the periphery. Without these some travellers are forced into a hub adding time and making the option less desirable than let's say a car
355	To be properly integrated a rural bus service must offer travel to the rail station for both commuting and day trips. It is no use if it is not available until after 10:00 and not after 19:00.
356	The busway is vital, it has made bus transport viable from our area (cb24). It must be protected and improved. It is an express service. En-route stops in Milton and Histon Road must be ceased. Improvements made (some rerouting to make it optimum speed into Cambridge). Then rolled out to other viable routes into the city. Its success is the 'off-Road' sections. I strongly regret the sudden and incomprehensible cancellation of the 'Metro' system, which, although would have its difficulties, would have been a major factor in reducing congestion. The arrogant manner in which it was cancelled, without any consultation process makes it harder to accept. I urge anyone reading this to do whatever it takes to allow this comprehensive and radical plan to be resurrected.
357	I think the bus strategy needs to pay particular attention to ensure that local people can reach a doctors, chemist, and local shop as well as meeting other requirements, this is all to often forgotten in the big scheme of things
358	Horningsea village needs to have a regular (not on-demand) bus service if you are to succeed in your objective to get people out of their cars. The current strategy does not show how this will be achieved. In fact, it is highly doubtful that this will be the case because of the inherent flaws with the proposed implementation. There is too much fragmentation in the franchise plan. It is unclear how underperforming bus routes will be supported and there is no mention of how the extra investment will be paid for. Horningsea Parish Council cannot see how it can support the current strategy if there aren't stronger guarantees and contingencies in place.

359	Strategy means very little if it is implemented poorly. It seems that this is generally an admirable initiative but so far there have been no signs of positive implementation.
360	I would suggest that those involved in this survey actually use the service and occasionally visit Peterborough Queensgate bus station ,particularly after a rainfall and try to imagine your first impression of Peterborough
361	Important to implement so as to get people off the roads to help the environment
362	Please get franchising in place as soon as possible, and develop a proper subsidy model (e.g. on a reformed congestion charge proposal).
363	You should think First: about people, drivers Second: Roads, footpaths, cycle lanes, safe bus stops and safe access to those stops Third: Buses, new economical, gas, diesel, hybrid small vehicles, safe to drive with high speeds on the highways.
364	No - just hope and pray for a far better bus service.
365	That the buses are INTEGRATED - i.e meet and join up with rail services, where they don't at present, and are fully able to accept/issue rail tickets, from the electronic ticket machines that they have on board. When you consider that rail tickets are issued for use by bus by rail, it surely shouldn't be too much trouble for the bus to issue rail tickets - especially when they are usually issued via the ticket machines, that SHOULD be able to be joined to a network - if they're not, then they should be!
366	In addition to the comments made above, the strategy needs to consider the option of a park and ride service in Peterborough. Improved accessibility such as bus stops, dropped kerbs are also needed to ensure people can access bus services. There is a need to ensure that services are integrated. In Peterborough, eveing services do not link up in the bus station and leave at different times which creates issues for passengers. More emphasis needs to be placed on low emission vehicles, especially for services that are subsidised by CPCA. We are pleased that integrated ticketing and simpler fares are important parts of the strategy. Fear of crime and anti-social behaviour can be barriers to people wanting to use public transport and is something the strategy should consider.
367	Living Streets is rather disappointed by the quality of the strategy and the consultation. We look forward to seeing the detailed action plan needed to take the strategy forward. In relation to this we strongly encourage the CPCA to pursue franchising if possible. From a Living Streets viewpoint, making access to the bus stops safe and easy, with real-time information about schedules and rainproof seating where possible is critical. This requires work across local authorities and connecting to active travel strategies for pavements and pedestrian networks. As new vehicle provision is bought it would be important to have adequate space inside the bus so avoiding conflict between prams and wheelchairs (which has been reported to us on occasion). Also good to have cycle racks

	<p>on the back of buses to enable cyclists to undertake longer journeys using cycle-bus-cycle modes.</p> <p>It will be crucial that adequate connections are made between the various strategies being consulted on and from our viewpoint the Active Travel strategy aiming at walking (and cycling) must deliver the access and connectivity from pedestrians that enable them to make safe and healthy use of the integrated bus network.</p>
368	It would be really good if the buses had bike racks so you could take your bike especially on the rural buses.
369	Sorry haven't read it fully but want a bus system that people just naturally use because its so good and better than being in a car on congested roads with difficulty parking and a congestion charge (which I support) - Like London
370	Frequent, regular, reliable services are what people want if they are going to get out of their cars. Many cities and towns in Europe have achieved this better than here in the UK.
371	We deserve reliable, frequent, well connected, public transport system. The city is very difficult to navigate even for the elderly. This needs to change! We also need better last mile connectivity.
372	Ability to put several bikes on a bus (e.g. Los Angeles style buses with space in front of the bus)
373	Think of bus users and pedestrians. Not just cyclists. And help motorists to make the switch to public transport, even if it's only on P&R services rather than travelling from one town to another.
374	My children would have more freedom if they could easily get buses where they need to go.
375	No further comments apart from increase the number of services and the number of routes and improve the reliability of rural services.
376	Affordable, please! And consider subsidising by tax on any huge cars, like Land Rovers, SUVs, etc, driven in the city
377	No mention of how the bus strategy integrates with the Greater Cambridge Partnership strategy ambitions around improving connectivity. Is this really a coherent plan that has involved all parties across a very complex region.
378	<p>I think people will want to see the routes you are proposing and whether the strategy works for them. It's all well and good consulting on the strategy but at the moment there's nothing to understand what the new bus network will look like.</p> <p>The city isn't very connected by bus and doesn't go to all destinations. It can take over an hour to travel from Fulbourn into the city and driving is much quicker.</p> <p>It depends also who you are trying to attract to buses. The needs of the commuter are very different to the oap who likes the freedom and independence that the car gives them without the physical need to walk to a bus stop and wait in the cold or interchange.</p>

379	I don't see enough about catering for disabled people in the strategy and only passing mentions of electric buses. Both these aspects should be urgently addressed, particularly strategy on disabled people.
380	We need better buses, specifically in Sawtry
381	If the bus service were better, I would use it much more.
382	I would also like to see better linkage to bike networks and cycling more generally -- e.g., convenient cycle parking around major bus stops.
383	Need more spaces for wheelchairs and prams otherwise people in these categories sometimes have to wait for bus after bus to pass them before they can get on one
384	I use the bus one a week. I am trying to drive less. But I want my efforts to have a greater effect than allowing car drivers to get this their places quicker (because there are fewer cars). I wish for public transport to be seen as the first choice not as an indicator that I do not have any other option.
385	Have better busses on time
386	This strategy sounds excellent. As someone who is frequently let down by the service in Cambridge city I look forward to it's realization with more buses running on time for good value.
387	The questions assume no downside and give no costs etc - so this is a pointless questionnaire
388	Seems to be a distinct lack of inclusion of people with disabilities in the consultation document. Our bus service must be for all.  Disappointed that there seems to be a lack of vision for moving to zero emissions vehicles. This should be built into this strategy.
389	stop stagecoach missing up the bus services
390	The strategy is disappointing in a few areas: - It lacks ambition and specificity. - Bus franchising is sidelined, despite being the best option. - It does not explain how zero emissions travel will be achieved - Connections beyond the bus stop must be considered - There are no references in the Bus Strategy document to 'disabled/disability', 'hearing loss', 'deaf', 'visual disability', 'sight loss', 'blind', 'reduced mobility' or 'mobility aids' nor other cognitive impairments. This is worrying, as an effective bus service needs to be inclusive and accessible, especially as private cars are less likely to be an option for many people in these groups. A strategy for disabled
391	your proposal is not honest in presenting the impact of the new services and bus lanes etc on those that live here and the local environment And you fail to address the security (reliability) of public transport, to avoid the Stagecoach fiasco
392	More buses on mill road back to every ten minutes
393	It seems unambitious. A starting point for improvements might be a network of the quality we had 20 years ago.
394	Buses are part of an integrated transport strategy not an alternative to cars. As soon as the congestion tax looked like being forced I boycotted busses
395	Don't cut busses at the last min. It's not fair.make it clear and bold



396	How this is going to be financed should be mentioned first considering the dire effect a road user charge would have on so many. Many people cannot use a bus for their daily work or other reasons. Addenbrookes in the proposed charging zone is preposterous, so is charging people leaving the zone who live at the edge. There is no "congestion" in Cambridge - it is created artificially by changes of road layouts, ill timed road works instead of staggered works and LTNs. Even with all of this, there only is a problem for about 1.5 hours in the morning and late afternoon during rush hour. A new bus service would be great - but financed a different way.
397	Please provide buses on time from Chesterton. Bus 2 is always unreliable
398	Strategy should prioritise making busses attractive option and alternative to personal vehicles and should not rely intrinsically on dissuading it via a congestion charge. Many cities run public transport systems effectively without this narrative or approach (i.e.congestion charge)
399	I DO NOT SUPPORT CONGESTION CHARGING as a means of funding the bus service
400	<p>It is wooly and unambitious.</p> <p>Very little mention has been made of disability, when it should be included as a basic principle of design.</p> <p>The strategy is unambitious, with limited targets (and mostly no explicit targets at all).</p> <p>No mention is made of open data/APIs, which are vital to innovation and accessibility.</p> <p>It does not come out in favour of franchising, which will clearly be more effective than enhanced partnerships.</p> <p>There is no mention of travel hubs or express routes, both of which are a necessary part of a good rural bus service.</p> <p>Low-emissions buses are mentioned but there is no adoption/discussion of specific science-based targets to meet on emissions.</p>
401	I do wonder if it's possible to actually deliver this, and if it's overly ambitious are you prepared and strategizing for how to keep the core functions working well enough? It sounds wonderful but how will you find the staffing, and a supply of healthy staff when no one masks any more? What about UV air filtration on buses? Really people should be asked to mask on transit if they're at all ill at the very least.
402	<p>My drive to work at 6 am takes 9 minutes, doorstep to clocking in.</p> <p>The bus stop is a 6 minutes walk, plus waiting time (usually 10-15 minutes), plus a journey time of 45-50 minutes, with almost zero traffic and oftentimes gets me to work late.</p> <p>My return at 15:30 takes 13-15 minutes, clocking out to doorstep.</p> <p>The bus takes 60-75 minutes with litt traffic at that time of day.</p> <p>During inclement weather, it is likely that I will arrive at work either/or cold and wet.</p> <p>My petrol cost over 5 days is £10, a 7 day bus pass cost, currently, £18, am I really expected to pay 80% more, for a massively inconvenient, inefficient *service* ?</p> <p>I also have a disabled daughter, who needs my time from 16:00 Mon-Thurs and 13:30 on a Friday, the bus service can't, with the best will in the world, get me home in time.</p>

	For some, the proposals will work, but asking amongst family, friends and colleagues, it just won't work for anyone that starts work before 08:00.
403	It's not achievable, improve the roads
404	Can it be speeded up . The service at the moment is dreadful
405	The service must be frequent, fast with fair fares. I would also like the option of putting my bike on the bus.
406	Buses are outdated. A lightrail would be far more enticing.  No matter how improved the bus service will be, it is a much slower option of travelling as it doesnt take a direct route. I have no problem with using buses currently if time and situation allows, but often its just not an option.
407	No congestion charge
408	Not everyone can use a bus. Not everyone has a blue badge. Buses do not work for everyone.
409	Completely against the congestion charge. Stop trying to make us believe that you will be able to improve a public transport system that hasn't worked in decades. Congestion charge doesn't help anyone, and you know that won't provide enough to sustain your plans.
410	I am negative about new ideas related to buses in the city. I do not support what is happening - as a resident and payer. I believe that the city is now getting worse and worse managed and it will lead to collapse.
411	It fails to address peoples' needs for carrying "stuff". What about food shopping, recycling, etc.
412	The very idea that transport by bus is the answer to Cambridge's congestion problems if flawed. Cambridge needs something more fundamental, lower train fares so people can afford to travel by train and a joined transport systems to compliment it; perhaps a tram system. Messing with the buses is fiddling at the edges and will just cause more problems than it solves.
413	if you want us older ones to give up our cars drop the bus pass age down to 60
414	Buses do not run on time it's no quicker. Cambridge roads are being dug up and residents having to endure years of road works for a private transport company
415	Give people choices don't try to impose your ideas. Try to make Cambridge a vibrant city not a town that is horrible to live or visit. Most business relies on the car use and not the busses.

416	Yes, scrap it and stop turning Zbritain into a Nanny state. We have a democratic right to use our car without interference from people who know notjing about us!
417	I seldom use buses because I can walk to the city centre and cycle to most destinations in Cambridge, but if I'm lucky enough to live into my eighties I may no longer be able to drive or cycle and will be dependent on buses. That is why I have chosen to remain, in retirement, on a major bus route (2) that links me to the town centre and Addenbrookes. Not everyone is so fortunate as to have been able to locate themselves so well. Good public transport is good public health.
418	Its not a congestion charge, when you are charging motor cycles and people leaving the area. Its just another tax on motorists, and it will impact Cambridges long term viability, and you will not provide the buses stated.
419	I'm too old to do this survey All I want is a bus that is on time and not suddenly cancelled
420	We need busses that can take more than one wheelchair, as we can't always get on the bus because a wheelchair user is already on it. This is a big issue, I was disappointed that there was nothing on this survey about disabilities?
421	Stop talking and consulting and get doing We want to see good rural buses that are reliable and achievable... otherwise rural.poverty will continue to grow. At the moment you can get a bus from Peterborough to Norwich for £2, but you cant get from Folksworth to Peterborough!
422	I want to see specific proposals for which bus services are to be reinstated and when
423	No congestion charge. Light rail is better. Have more spaces for wheelchairs and prams.
424	I currently use the bus approx monthly but would use 3-4 times per week if service were adequate & improved.
425	Our roads and pavements are a mess and getting worse day by day. See if you can sort this out first, then move on to the glory projects.
426	Public ownership of the bus network should play a more significant role in the strategy. Integration with other modes of transport should recieve more consideration. There was no mention of links between buses and the rail network (neither timetabling nor interchange design) nor discussion of bike parking or bikes on buses. There was no mention of capacity on buses for wheelchair users, parent and pushchairs nor bulky luggage. There was no mention of integration with the sustainable travel plan by the GCP
427	I love buses, there need to be lots of them going to different places to make your strategy work well.
428	Please please please fix the system we currently have before getting all head in the clouds about this shiny new strategy you have created,. It's boring but so very important to many many people!

429	<p>The commitment to the environment of the bus strategy is absolutely crucial. It must be a zero-carbon strategy from the offset.</p> <p>Service provision needs to be driven by data and talking to users and non-users. We need cross-city services that meet the needs of non 9-5 workers and those with informal care responsibilities, as well as radial services supplying rural areas.</p> <p>We need to ensure that drivers and staff are paid a real living wage to ensure attrition levels reduce. This is not outlined in the strategy.</p> <p>Safety of users outside buses is crucial. Means shelters, lighting, provided wait-spaces that don't interfere with road or footpath users.</p> <p>We need connectivity to local sites of interest (nature reserves, national trust areas) which reduce the need for private journeys to those places and allow access to those who do not have private vehicles. Again, I don't see this referenced in the strategy.</p> <p>I agree that the GCP requires legally binding commitments with operators, but it also needs the ability to enforce those commitments. A franchising system or system of clear fines would go a long way to ensure that the effectiveness of services and the people that use them is driven by what people need, rather than profit for the operator.</p> <p>There are some clarity issues with the presentation of the strategy. There are some places where the information is vague and needs clarifying, as outlined in my answers. There are also areas where information is outright missing, for example a missing table referenced on p12.</p>
430	<p>This is just another brainless unattainable strategy. It will do nothing to stop climate change. Our cars, delivery vehicles and buses are all cleaner than ever with very low emissions. You will never get people living in our villages to change their habits as they can drive and park freely in their local shopping areas. Only Cambridge is victimised.</p>
431	<p>Word search; heritage, river, bridge, Conservation, place making, beauty, constraints, damage, dirt, vibration,.. medieval City. scale, if they do not appear- then it fails as a considered strategy. Sorry!</p>
432	<p>Fewer busses in town, unless they are actually being used!!</p>
433	<p>Is this really achievable? Does Cambridgeshire have sufficient population density to make this financially viable?</p>
434	<p>Great that action is planned to improve the region's public transport - there will be opposition from the normal quarters, but this will be welcome and beneficial to the great majority of people.</p>
435	<p>The village of Grantchester has a poor bus service. It would greatly help to have an additional service that goes to the Trumpington Park and Ride to give access to buses to the hospital and the station.</p>

436	You need to use taxpayers money wisely. Not just for cyclists!!! Look at Transport for London. Shame on you Cambridge.
437	I worked/researched in the areas of public transport starting at the time of changes to 'One Man Operation' and saw how operators were misled by the 'profit' objective and failed to realise the impact on 'service'. I was also involved in the 'Nottingham Zones and Collars' experiment in mid 1970s which was an early experiment in wider area bus priority. It failed, in part because of the easy availability of cheap parking in the City Centre The one big area that should bring benefits to 'service' is to integrate 'Schools' & 'Works' buses into the public network. The NEED for works buses to high employment sites such as ARM, Granta Park, and the Genome Campus shows the failure of the current public network to adapt to service need. It costs the companies £££s and reduces flexibility for their workforce. The provision of school buses (excluding special needs), I believe, costs Cambridgeshire County Council many millions each year. Integrating such requirements into a public network would clearly greatly benefit the wider public, and reduce car dependency (AND isolation for those without car access).  I do NOT see C2C or CSET as value for money, as a much better public bus network on those corridors could, with simple bits of bus priority, easily capture, with targeting, the 15% of car traffic needed to remove 80% of congestion on those radial routes. That would be a quick WiN,WiN as quicker service bus would attract more users and would reduce operating costs.
438	more buses in evenings and Sundays
439	Drop the tax 😊
440	This will make cambridge centre for tourists and students with no regard for the residents.
441	a lot of very pretty words that will end the same way as all politicians' promises do – not delivering what was promised, giving profits to politicians' friends and harming the common man.
442	I think it's totally unrealistic and not achievable.
443	Effective bus strategies have to be ambitious (use successful cities plans as models) and accountable. I struggle to see how this can be achieved with them remaining privately owned. If they are publicly managed you can utilize funds from low congestion zones to support and maintain the public transportation effectively. It needs to be less about profit and more about maintaining effective, sustainable, environmentally responsible, affordable, clean, reliable and accessible public transportation that has a longer vision than their annual profits!

<p>444</p>	<p>I hereby re-iterate and endorse the following words of Dr Colin Harris:</p> <p>'The Greater Cambridge Partnership (GCP) congestion charging and 'Making Connections' consultation (closing at midday on December 23, 2022) has ignited intense debate, with strong views expressed for and against the Sustainable Travel Zone.</p> <p>Vehicle charges would apply within the zone between 7am and 7pm on weekdays, including most of Cambridge city.</p> <p>The plans would substantially expand bus provision across the region. A spokesperson for the GCP executive board has said "There is no Plan B", and suggested the public either accept the scheme put forward, perhaps with minor tweaks, or 'do nothing' at all. But is that a fair statement of the case? Are there alternatives, and if there are, why have they not been presented to the public as options for consideration?</p> <p>An alternative using light rail</p> <p>Cambridge Connect was set up seven years ago to develop one such alternative based on light rail. The light rail lines would be on two main axes (see network graphic) to provide a mass transit service on a core backbone.</p> <p>The Isaac Newton Line would extend from Cambourne to Haverhill via the Cambridge city centre, central rail station and Addenbrooke's. The Darwin Line would extend from Cambridge North station to Trumpington via the Science Park, Eddington, the University of Cambridge's West Campus and the city centre.</p> <p>Working together, these two core lines would provide a fast, frequent and reliable service from the periphery right into the heart of Cambridge. A short – approximately 2.5km (about 1.5 miles) – tunnel overcomes the difficulty of running a mass transit system into the city centre. This is especially the case in Cambridge with its unique historic setting, high environmental values of the river and practical constraints of a mediaeval street layout. A short tunnel also avoids the need to dig up inner city streets and utilities to lay tracks, which is costly and disruptive.</p> <p>A modern light rail vehicle - an example from Nottingham NET. Picture: Colin Harris, 2016</p> <p>A modern light rail vehicle - an example from Nottingham NET. Picture: Colin Harris, 2016</p> <p>Light rail was identified as the best technology to enable this scheme because it has been proven to be most effective at generating modal shift (persuading people to switch from driving cars), has the strongest environmental performance of any mode of public transport (the most</p>
------------	---

	<p>energy efficient and lowest emissions), and because it has the required capacity to meet the demands of mass transit now and in the future.</p> <p>This last point is important to meet the needs of a growing population. Two constraints of light rail, however, are that it needs a higher upfront capital investment and, with fixed lines, it is also less flexible than running buses on roads.</p> <p>Balanced against these limitations, the permanent investment made in light rail also offers some advantages. For example, the permanence provides investors with confidence that it will be operating for a long time into the future. Bus services running on normal roads can be withdrawn as easily as they are added – as we have seen in recent months – and this makes investment around those services less attractive.</p> <p>In addition, the high upfront capital cost of light rail is offset to a degree by lower operating costs (eg higher energy efficiency, greater capacity and fewer drivers). Overall, light rail has a lower carbon footprint than buses carrying equivalent numbers.</p> <p>Cambridge Connect’s background</p> <p>Cambridge Connect is an independent, informal collaboration with Railfuture, UK Tram and a range of individuals and companies working in the light rail industry.</p> <p>It was set up to develop transport options to improve quality of life in the Cambridge region, especially given the pressures of growth and climate change, with the aim of developing an integrated and long-term plan for public transport.</p> <p>In 2017, the then-mayor of the Cambridgeshire and Peterborough Combined Authority, James Palmer, promised to implement the light rail scheme we proposed.</p> <p>A mass transit study was undertaken, which concluded light rail was the best available technology for mass transit, although that study also considered light rail could be too expensive. The study therefore proposed a type of autonomous bus solution known as the Cambridgeshire Autonomous Metro (CAM), which Mr Palmer adopted.</p> <p>We opposed CAM because the technology was risky and unproven, and it was environmentally less sound than light rail. The CAM suffered from many of the weaknesses of buses but few of the benefits.</p> <p>CAM also had a very extensive and complex plan for a tunnel, which we considered unaffordable and undeliverable. This untested CAM scheme was also going to be extremely expensive. The new mayor, Dr Nik Johnson, cancelled Mr Palmer’s CAM, and we welcomed that decision. However, we</p>
--	---

	<p>believe light rail still represents the best available technology to provide mass transit for the region, and we have continued discussions with the Combined Authority.</p> <p>We modified our scheme to reduce costs substantially, in particular by reducing the length of the proposed tunnel. There seems to be a growing recognition that light rail has a role to play, although more work is needed, and discussions are ongoing.</p> <p>The Cambridge Connect / Railfuture network model</p> <p>The model proposed by Cambridge Connect is very different to the GCP 'Making Connections' bus scheme. The GCP scheme uses buses only and extends generally in a radial pattern outwards from Cambridge city.</p> <p>In some senses, this wide reach has benefits, since buses can access many places light rail never could. In contrast, our scheme has two principal lines, which are optimised for higher passenger volumes.</p> <p>In our scheme, people would connect onto these core lines at stops spaced all along its length, including at Park &amp; Rides and train stations. Connections would be made on foot, by bus, train, bicycle, taxis and by private car. Because of the frequency and reliability of the segregated light rail service, people could turn up at a stop with confidence of getting a connecting service, very much like you do when you travel on the London Tube.</p> <p>Thus, the light rail mass transit would work in combination with other modes, including buses, which together provide that wider reach that light rail lines on their own cannot provide. We also support leveraging the heavy rail network as much as possible, for example by twinning the track from Cambridge to Newmarket and installing commuter stops on this line, for example at Cherry Hinton and Fulbourn.</p> <p>Accessibility</p> <p>An accessibility map of the light rail network proposed by Cambridge Connect / Railfuture An accessibility map of the light rail network proposed by Cambridge Connect / Railfuture</p> <p>We analysed the accessibility of those core lines and stops to built-up parts of Cambridge city and the surrounding villages, finding that almost 90 per cent of these areas would lie within an eight-minute cycle ride or a 20-minute walk of a stop (see Accessibility map).</p> <p>This indicates that these lines would attract a high level of ridership, with connections being relatively easy for people living nearby. It's fair to say that some areas would be better served than others, and it would take time to develop a more comprehensive network. Those areas would, of course, still</p>
--	--



	<p>have bus services (which could be enhanced). The scheme is designed to be delivered in phases, with new lines brought forward as and when demand emerges. For example, we anticipate East Cambridge will be an important extension, with demand created by new housing developments on the Marshall airfield and the sewage works when they move. Those developments are still some way off, and we have not pre-empted their scale and timing.</p> <p>Capacity</p> <p>A strong, modern, integrated regional transport strategy needs to have the capacity and quality to be fit for purpose for the 2030s and beyond. The strategy needs to address pressures of growth and climate change, and help secure the health, welfare, environment and economy for present and future generations.</p> <p>Ambition for improvements should be high, but we also need to be practical. We propose proven solutions rather than speculative technologies. It is clear that existing approaches have failed to deliver an excellent public transport system for this region, and that a new approach is needed.</p> <p>Rather than expanding the old approach of buses and busways, we believe there is a need for a step-change to meet the challenges of the 21st century.</p> <p>Light rail is complementary to bus and train services, and supports cycling and walking. Light rail is the most practical, well-developed and proven technology to provide mass transit in a small city context. Many cities throughout Europe similar in size to Cambridge, and smaller, have successful light rail systems. For example, in France almost 20 cities of a similar size to Cambridge or smaller have light rail / trams.</p> <p>Alternative to the bus model</p> <p>A possible light rail network for Cambridge proposed by Cambridge Connect / Railfuture</p> <p>One of the problems with the GCP bus scheme is that it is likely many thousands of buses, operating from 5am to 1am, will run close to empty. In England outside of London, average occupancy is 10 people, and that is an enormous waste. It is hardly surprising that it is not economic in a lot of cases to run services. By pooling demand onto a more limited number of lines using light rail, higher levels of occupancy can be achieved, and therefore less waste.</p> <p>This also allows a more frequent and efficient service over longer time periods, with fewer drivers.</p> <p>True, connections still need to be made on to the light rail from locations</p>
--	---

	<p>away from the main lines, but those links are shorter and more manageable. The alternative of running bus services extending widely from the centre out to the remote periphery in a spider’s web form is extremely expensive to support, since the demand is by nature widely dispersed. We believe this is one reason why the Making Connections bus subsidy would be so costly to run.</p> <p>Another significant problem with the GCP scheme is that no information has been given on how things will function in a practical way with the increased numbers of buses in the heart of Cambridge.</p> <p>When we asked the GCP recently how many buses would be coming into the heart of the city at peak times, they were not able to give an answer, suggesting this analysis will be “considered in more detail in the next phase” of scheme development.</p> <p>In our view, this should be a fundamental consideration in the plans, since if it will not work practically then the scheme is undeliverable. It seems surprising that the GCP has not considered these implications before rolling out their scheme proposals. Based on analysis of bus numbers in 2017-18, and factoring in growth and modal shift of 15 per cent, we calculated that around 200 to 300 buses per hour will be needed at peak to sustain that level of service.</p> <p>Yet the GCP’s scheme is even more ambitious, proposing a 50 per cent drop in vehicle traffic, with buses presumably picking up that demand.</p> <p>This could have an enormous impact on the inner city realm, and compete for space with cyclists and pedestrians. The large increase in heavy bus traffic will impact roads, increasing works and disruption. When this occurred in Caen, France, and it became too expensive and unreliable, this small city replaced its bus metro system by light rail.</p> <p>It is already unpleasant here at times, and the GCP plans seem to have major implications for the future quality of inner urban space, yet according to the GCP this has yet to be considered. We are thus sceptical about how this will work in practice, and this is one reason why we have proposed a short tunnel to serve demand for mass transit in Cambridge.</p> <p>Our scheme also differs from the GCP busway schemes by selecting routes that protect important landscapes and habitats surrounding Cambridge, choosing instead to co-align with existing transport corridors, and to minimise intrusion into precious (and diminishing) Green Belt. For example, in the west we propose to align the light rail line alongside the A428 and extend from Cambourne to the Girton Interchange, from where the line would follow the M11 to serve Eddington before reaching the West Campus.</p> <p>Not only does this route protect important unspoiled landscapes near Coton and Madingley, the route also proceeds via one of the most important strategic road junctions in Cambridgeshire – the Girton Interchange, the</p>
--	--

	<p>convergence of the M11, A14 and A428.</p> <p>To the south, we would abandon the GCP CSET busway in favour of reinstatement of the former rail line to Haverhill, passing Sawston, Granta Park and Linton. Because our routes are different, it is simply not the case that busways planned by the GCP can easily be converted to light rail in future.</p> <p>Financing</p> <p>We recognise the budget of £1.4bn-£1.8bn for light rail is challenging, and clearly is much greater than resources currently available through the City Deal/GCP.</p> <p>We note this investment would be similar to the A14 road upgrade, and similarly the benefits to the region would be immense.</p> <p>When spread in phases over five to 10 or more years, this level of investment is achievable. Some will no doubt say this cannot be afforded, to which we respond that in the context of the climate emergency and extraordinary growth Cambridge is experiencing, can we afford not to?</p> <p>The stakes are high, and past approaches have failed. It is time for our leaders, including businesses actively encouraging the growth, to show courage and commitment to a better and longer-term approach that will actually deliver the improvements that are so badly needed. One of the chief beneficiaries is the university, which would see all of its three main campuses joined up by a fast and frequent transport link.</p> <p>Clearly the finance needs to come from somewhere. The public have been told by the GCP that a congestion charge is the only way to raise finance for these types of improvements. However, we have identified at least 15 different financing mechanisms that could be employed. For example, £350m already exists from remaining City Deal funds, and substantial resources earmarked for transport were also committed under the Combined Authority Devolution Deal.</p> <p>A range of other sources of finance could be leveraged, such as tax increment financing, a workplace parking levy, developer contributions (eg Section 106, community infrastructure levy), and a tourist bed-night supplement of a few per cent could also be brought in. Crossrail funding mechanisms, which included business levies, could also help pay for light rail.</p> <p>A land value capture scheme, whereby a share of profits when land values are uplifted as a result of development is invested back into transport infrastructure, could also be adopted. These potential sources could raise large amounts of finance, and more than enough to invest in light rail.</p> <p>If none of those mechanisms can be implemented, then there remains the option of some form of congestion charge, although there should be careful</p>
--	---

	<p>scrutiny of this type of scheme to ensure fairness and equity in how, when, where and who pays, and operational costs should not wipe out a large share of any finance raised.</p> <p>Is there a Plan B?</p> <p>Cambridge Connect's analysis of the comparison between light rail and the GCP's plans</p> <p>So, is there a Plan B? Not if you sit in the Greater Cambridge Partnership. It has shown no willingness to consider light rail as an option, and the mantras have often been repeated that "Cambridge is too small", "we can't afford light rail", and "light rail is too long-term, we need improvements now".</p> <p>We have listened to those arguments, and while there is a grain of truth in them, almost no effort has been made by the GCP to investigate fully the options. Well, if it has, we certainly haven't seen their results and reports. We have not been consulted on light rail – and neither has the general public. In truth, light rail could be afforded if the scale of congestion charging proposed by the GCP was introduced. So, if that's the case, why has the public not been informed and presented with that option?</p> <p>We challenge these assumptions and ask – what is long-term? When we started this initiative, long-term was seen as about 10 years. After seven years we have seen very little delivery from the GCP and yet expenditure of almost one third of their £500million budget.</p> <p>If they had started a long-term, phased delivery of light rail from when we started, we could already have parts of the scheme delivered, and the longer-term plan would be taking shape. But, as they say, we are where we are, and much has been spent on GCP schemes with little practical delivery. The GCP busway schemes originate from about 10 years ago, when the population of Cambridge was predicted to reach 147,000 by 2031.</p> <p>But everything changed when the recent Census showed we reached that population in 2021 – a decade sooner than everyone thought. That should be a huge wake-up call to the authorities, especially when we can see the scale of growth that is still coming forward in the next decade, and consider this in the context of failures to meet targets to address the climate emergency. Scrapping the planned GCP busways and instead investing in light rail now would be a much more progressive, modern and environmentally sound approach, and one that would save millions in the long-term by completely avoiding the need to convert those busways in the future.</p> <p>Complementary short-term and long-term improvements – a practical Plan B</p> <p>Adopting a modern light rail network as part of the solution now does not mean we should abandon improvements to traditional bus services, active</p>
--	---

	<p>travel and other access improvements now. We need both short- and longer-term improvements, brought forward together.</p> <p>The light rail will take longer to deliver, so it is absolutely right to bring forward more immediate bus and active travel improvements now, although perhaps not in the way envisaged by the 'Making Connections' consultation. More modest improvements could be made alongside investment in the first phases of light rail for the longer-term.</p> <p>We believe the time has come to commit to an enduring transport vision using light rail, brought forward in practical phases. This approach can meet this region's needs both now and for a long time into the future, and do so in the most environmentally sustainable way. Our children will thank us for it.</p> <p>Dr Harris is director of the environmental planning and spatial data business Environmental Research and Assessment, located in Cambridge. Views expressed in this article are those of the author and do not necessarily represent those of other organisations and individuals with which Cambridge Connect is collaborating.'</p>
445	<p>The strategy is disappointing in its lack of vision and of specific aims and strategy for ensuring that bus services are fully accessible to people living with disabilities. There must be a clear strategy about accessibility.</p> <p>The strategy must be explicit about pursuing bus franchising as the crucial step to improving bus services. (See the Cambridge Area Bus Users explainer: Bus Franchising, Quality Partnerships, and other ways of Improving bus services.)</p> <p>The strategy must go beyond the bus stop and include access to the bus stop by connecting with wider strategies for pavements, pedestrian networks, cycling infrastructure and cycle parking.</p> <p>While well-used buses running on fossil fuels are still better than private cars, there must still be a strategy to move to zero emissions, which seems to be missing from this document.</p>
446	There needs to be more capacity. By the time buses get to my stop during rush hour they are usually full, so there is effectively no bus service.
447	Reliability and frequency
448	Don't use Stagecoach
449	There is a huge difference between travelling WITHIN a city & travelling from a rural location TO a city. There will never be a village bus service that makes it quicker & easier to get to Cambridge. BUT there are many approaches that would make it preferable to only drive as far as the city and then use the bus.
450	Good luck - it is a biig job!
451	It's been a joke for decades. How about learning from our cousins on the continent about how to do "strategy" properly, having a coherent ticketing system, we planned routes, clean vehicles and using common sense. Getting rid of Stagecoach is the first step.

452	Look at the start and end of journeys. In Ely there are no buses directly to the train station, and the bus stop is a long way round the outside of Tesco. There's also barely any covered stops with seats all round the city. There's no direct buses from the centre of Cambridge to West Cambridge.
453	Find the costs to run a decent bus service without an unfair tax on vehicle drivers who live in or have to travel into Cambridge.
454	<p>The strategy document and the consultation survey are poor quality with missing information and mismatched text between the strategy and survey. The survey fails to be accessible to many people, with the Bus Strategy Document having poor compatibility, in places, with screen-readers used by people with limited vision. The survey is, thereby, at a risk of not considering all user experiences when further developing the Combined Authority's strategy.</p> <p>There are no references in the Bus Strategy document to 'disabled/disability', 'hearing loss', 'deaf', 'visual disability', 'sight loss', 'blind', 'reduced mobility' or 'mobility aids' nor other cognitive impairments. This suggests that the needs of a huge swathe of potential bus users have been disregarded. Design for all should make the service easy to understand for everyone.</p> <p>The strategy is disappointing in its lack of vision and of specific aims and strategy for ensuring that bus services are fully accessible to people living with disabilities. There must be a clear strategy about accessibility.</p> <p>The strategy must be explicit about pursuing bus franchising as the crucial step to improving bus services.</p> <p>The strategy must go beyond the bus stop and include access to the bus stop by connecting with wider strategies for pavements, pedestrian networks, cycling infrastructure and cycle parking.</p> <p>While well-used buses running on fossil fuels are still better than private cars, there must still be a strategy to move to zero emissions which seems to be missing from this document.</p>
455	Just get on with it - far too much mulling over.
456	Buses shoul NOT be paid for by a congestion charge
457	I'm desperate to see some actual results rather than just this continual cycle of consultation. The climate crisis is already happening, and on a more local level the selfish levels of private vehicle use makes Cambridgeshire a very frustrating place to live.
458	Please make sure that community centres in Cambridge are easily accessible by public transport. This is not the case for the Meadows Community Centre.
459	Yes stop using a private bus company that is there to make a profit.
460	Surely it would have been better to ask what would get me to use buses. Having established that I do not at present you have not asked why, nor what services I have access to. With respect a pointless survey.

461	maintaining safe routes for cyclists is important! There are also some bus systems that have bike racks on the buses (e.g., Toronto TTC in Canada, some cities in the Netherlands...).
462	Good luck. It is important that we value and use our buses. I very much enjoy travelling by bus; and will be very happy with more frequent and integrated services. Thank you.
463	The bus strategy is too narrow a solution to transport issues in the County - time to think outside the bus box. Don't penalise those city dwellers by imposing the cost of public transport in the County. If people want more buses then they should pay or make the high tech companies who benefit from being in the city, pay to encourage their employees to travel by public transport.
464	<p>I have only just found out about this consultation, on the day it is due to close. Where on earth have you advertised it?! Seems you have not done a very good job on getting the consultation out there. I must already be on your list as I took part in a Focus Group a few years ago, yet you did not contact me directly about the consultation, nor did I see any information about it on Social Media, or advertised on buses that I have used in the last few weeks.</p> <p>Also re your early question re frequency of use: a bit unhelpful to offer options as diverse as "Once a Week" or else "Once a month". In my case, I am an ad hoc user: not as much as once per week, certainly not every week, but nevertheless definitely more than once a month overall.</p>
465	<p>The strategy document and the consultation survey are poor quality with missing information and mismatched text between the strategy and survey. The survey fails to be accessible to many people, with the Bus Strategy Document having poor compatibility, in places, with screen-readers used by people with limited vision. The survey is, thereby, at a risk of not considering all user experiences when further developing the Combined Authority's strategy.</p> <p>There are no references in the Bus Strategy document to disabled/disability', 'hearing loss', 'deaf', 'visual disability', 'sight loss', 'blind', 'reduced mobility' or 'mobility aids' nor other cognitive impairments. This suggests that the needs of a huge swathe of potential bus users have been disregarded. Design for all should make the service easy to understand for everyone.</p> <p>The strategy is disappointing in its lack of vision and of specific aims and strategy for ensuring that bus services are fully accessible to people living with disabilities. There must be a clear strategy about accessibility.</p> <p>The strategy must be explicit about pursuing bus franchising as the crucial step to improving bus services. (See the Cambridge Area Bus Users explainer: Bus Franchising, Quality Partnerships, and other ways of Improving bus services.)</p> <p>The strategy must go beyond the bus stop and include access to the bus stop by connecting with wider strategies for pavements, pedestrian networks, cycling infrastructure and cycle parking.</p>

	While well-used buses running on fossil fuels are still better than private cars, there must still be a strategy to move to zero emissions which seems to be missing from this document.
466	I'm concerned about environmental impacts of building travel hubs, more guided bus routes, and ploughing through the countryside. I also have concerns about electric buses, their true capability given mileage limitations, hazards from them, and environmental impact of scrapping the existing fleet. I'd like independent information on their viability.
467	There are workable alternatives to congestion charging and relying on buses which do not go when and where people want to go. You can't carry a weeks shopping on a bus. You can't have animals on a bus. You can't carry any heavy or large items relating to either business or leisure. People do not have time to wait/walk for a bus which invariably includes walking to destinations / bus stop at either end of the journey. It simply will not work!
468	Stephensons have done a great job since they took over the number 11 route
469	Stop the CONgestion charge. Stop all the non existent road works. Stop making roads one way for the small minority of people who cycle
470	As an initial strong supporter of the proposed public transport changes I find myself becoming increasing sceptical that they can be delivered. The messaging is weak - each component (buses, cycleways, congestion charge, investment in suburban high streets) of the overall strategy is being publicised separately and unconnected. It is fact that we can't carry on with the same lifestyles getting out of cars and on to buses. Parents need to drop children off at school, go to work, get the shopping, take children to sporting clubs, and run errands, and this can't be achieved on buses without major changes to the commercial, leisure and employment landscape of the city. Our lives are set to to change and this should be made part of the discussion.
471	<p>I'm very disappointed with this initial draft, it feels rushed and weak and lacking in detail.</p> <p>It is missing a "frequency table" that is mentioned on one of the pages.</p> <p>All of the photographs used are uninspiring, especially the front cover with an unimpressive single decker diesel bus in a not particularly inviting environment - compare with the front cover of the National Bus Strategy for example which shows one of the new CPCA/GCP ZEBRA buses, which is far more aspirational and what the "vision" should be trying to demonstrate as the strategy.</p> <p>There is a complete lack of detail about passengers with disability/impairments, as if this hasn't been given any consideration at all.</p> <p>There is also a mention of a range of tickets, but also a mention of simple ticketing. These two aren't seemingly aligned, I'd rather see a simple low cost ticket which MUST be accepted across all operators, including on the Busway, and should also integrate with other modes of public transport.</p>



	<p>Bus stops must be massively improved, they are simply unacceptable at the moment, either lacking the correct information, dirty glazing, unlit, unsafe feeling, cold in cold weather, even lacking hard standing dropped kerbs and crossing points to reach them. This is simply unacceptable and the Strategy doesn't go far enough to ensure this changes.</p>
472	<p>While I appreciate that this is not about specific routes - stop messing about with strategies, which is what you have been doing for years while everything gets worse.</p> <p>The overriding priority should be introducing an express bus service between Peterborough and Cambridge (with only one diversionary stop at Huntingdon bus station). This service should use the A1M,A14 and Huntingdon road to get into Cambridge NOT the guided bus way. It would transform connectivity in the county and would be heavily used for work, education and leisure purposes. It would cause a modal shift to public transport which would benefit other (effectively feeder) bus routes across the county. This one thing would have far more impact improving public transport in the county than all the strategies you have ever put together.</p>
473	<p>The strategy says next to nothing about addressing the needs of disabled people. Disabled people are less likely to have access to a private motor vehicle than the general population, yet often find public transport more difficult, or indeed impossible, to use. The final version of the strategy must include a clear approach to inclusion, encompassing accessibility of vehicles, hubs and stops, staff training and attitudes, and the provision of information for people with particular accessibility needs.</p>
474	<p>It is important to realise that not every journey can be made by bus. If you are too young, too old, too sick, too disabled, have something to carry, etc - then the bus may not work for you.</p> <p>If the bus services improve, and stay consistently improved them (some) more people will use them. I used buses a lot when I was younger and wanted to get from where I lived to the centre of Cambridge. Now that I make different sorts of journeys and rarely visit the centre buses don't often provide the routes I need (although I do still use them occasionally).</p> <p>You must recognise that this is the case for a lot of people and <b>MUST NOT</b> seek to penalise them if they cannot use the bus. Improvements to bus services cannot come by taxing car drivers.</p>

475	<p>The strategy document and the consultation survey are poor quality with missing information and mismatched text between the strategy and survey. The survey fails to be accessible to many people, with the Bus Strategy Document having poor compatibility, in places, with screen-readers used by people with limited vision. The survey is, thereby, at a risk of not considering all user experiences when further developing the Combined Authority’s strategy. Albeit a 'text only' version was made available, the pagination was of poor quality, splitting some tabulated information, and there were some images which had not been converted to text.</p> <p>In both versions, there is the phrase "Different types of services will run at frequencies shown in the table below" whilst there is no such table included.</p> <p>The strategy ought to be explicit about pursuing bus franchising as the crucial step to improving bus services.</p> <p>The strategy must go beyond the bus stop and include access to the bus stop (pavements etc) by connecting with wider strategies for pavements, pedestrians’ network, cycling infrastructure and cycle parking.</p> <p>The strategy is disappointing in its lack of vision and of specific aims and strategy for ensuring that bus services are fully accessible to people living with disabilities. There must be a clear strategy about accessibility.</p> <p>There are no references in the Bus Strategy document (whether in more or less acceptable terms) to ‘disabled/disability’, ‘hearing loss’, ‘deaf’, ‘visual disability’, ‘sight loss’, ‘blind’, ‘reduced mobility’ or ‘mobility aids’. This suggests that the needs of a huge swathe of potential bus users have been disregarded.</p> <p>While well-used buses run on fossil fuels are still better than private cars, and there are mentions of ‘zero emission electric buses’ there must be greater clarity on the strategy to move to zero emissions.</p> <p>There is no vision for the relevance of buses to sustainable residential development. In particular, there appears to be no account taken of the principles espoused in 'BUS SERVICES &amp; NEW RESIDENTIAL DEVELOPMENTS   General Highways and Urban Design advice to applicants and Highways Authorities' Stagecoach UK Bus 2017.</p> <p>A number of recent residential developments have failed to engage appropriate bus professionals with development promoters and their client teams early, while design is evolving, and before these matters are “frozen” in the form presented for planning approval.</p> <p>There should be a vision for unimpeded transit of buses through new residential developments, wherever possible, rather than single points of access for buses and time-consuming “spur” working. Specific factors will be the siting of bus stops, the prevention of inconsiderate parking obstructing bus stops and, where streets are intended to accommodate a bus service, they should be tracked for the appropriate vehicle type to operate in both directions.</p> <p>Opportunities have been missed in the development of Cambourne (and, earlier, Bar Hill) whilst the appallingly poor bus to provision at Whittle Avenue 0500CCITY552 and 0500CCITY548 along a very recent development adjacent to Addenbrooke's Road in Trumpington shows the need for dedicated officer oversight from the Cambridgeshire and Peterborough Combined Authority.</p>
-----	--

## Appendix 2: Responses from other avenues







Bus Strategy Team  
Cambridgeshire & Peterborough Combined Authority  
2nd floor, Pathfinder House,  
St Mary's Street,  
Huntingdon,  
Cambs, PE29 3TN

24<sup>th</sup> February 2023

Ref: Draft Bus Strategy Consultation

Letter Sent by email to: [contact@yourltp.co.uk](mailto:contact@yourltp.co.uk)

Dear Sir/Madam,

**Ref: CPRE Cambridgeshire and Peterborough Branch (CPRE) - Response to Draft Bus Strategy Consultation.**

We have read the information provided on your website and the associated document Bus Strategy Version 4 and response form. CPRE's comments are as follows.

### Bus Strategy Vision

1 CPRE fully supports the bus strategy vision, in particular:

- Ensuring a fully integrated and planned public transport system
- Improving connectivity
- Encouraging travel to be sustainable
- Making bus travel economic, reliable, convenient and comfortable in order to attract people out of their cars
- Making bus travel affordable to everyone, particularly those living in rural communities who are forced to travel for goods, services and healthcare
- Cutting carbon emissions
- Integrated with cycling and walking improvements
- Protecting the environment
- Reducing pollution
- Tackling congestion
- Improving public health

### Bus Strategy Aims

2 CPRE strongly agrees with the Key Aims and Objectives expressed under the headings in the Survey document of:

- Convenient
- Attractive
- Easy

To these we would add:

- Safe
- Improved waiting facilities such as weatherproof bus stops
- Convenient bus service interchanges
- Convenient interchanges with rail services

### **Delivering the Bus Strategy**

- 3 CPRE strongly agrees with the four delivery principles expressed in the Strategy. However, we would also add a clearer commitment to increased investment through additional public funding in order to ensure that the strategy is kick-started and then, as usage increases becomes increasingly self-funding from fares.

### **Prioritising the Strategies**

- 4 CPRE firmly believes that equal weight should be given to all of the seven options listed in the Survey. We would like to see bus services return to being the core of local transport both in towns and cities and in rural areas.
- 5 We do not see electric cars as a 'green' transport solution because of the carbon emissions caused during manufacture and the excessive reliance on scarce rare-earth elements and dangerous lithium batteries to enable their motive power. Therefore, we consider that bus services will play a key role in gradually replacing car transport and the need for public investment should be recognised.
- 6 CPRE believes that issues of Climate Change should be the single most important consideration in all aspects of transport planning and operation. The Annual Report to Parliament by the Climate Change Committee has consistently made the point that surface transport is the greatest source of greenhouse gas emissions in the UK. Therefore, all transport planning should:
- a) seek to minimise all forms of travel by discouraging commuting and leisure travel and encouraging use of digital communications,
  - b) where travel is essential, encourage active travel and/or use of public transport,
  - c) provide carbon efficient forms of public transport, particularly light rail and heavy rail on the most heavily used routes.

### **Integrated Transport Planning – Other Comments**

- 7 CPRE considers that CAPCA should continue to engage pro-actively with Network Rail to ensure integration between bus and rail service interchanges and the planning of services in order to minimise transfer times.
- 8 CPRE considers that the rail network around and beyond Cambridge should provide the core of integrated public transport, including Metro services.
- 9 CPRE is however very concerned that despite their statutory obligations, neither CAPCA nor Network Rail have complete joint management and financial control of the development of an integrated transport plan for Cambridgeshire.
- 10 It is totally unacceptable that East-West Rail, EWR, should be operating as a separate entity, planning a railway route designed not to serve passengers but to maximise the breaking up of the countryside to enable development. CPRE supports a 'northern' route for EWR which would; enable it to be fully integrated into the local public transport network as the provider of local metro services, facilitate the re-opening of the Colne Valley line to Haverhill, Sudbury and Colchester and enable the conversion back to rail of the existing Guided Busway, thus saving the County Council millions in annual maintenance costs and the extension of metro services to Huntingdon and Alconbury Weald.
- 11 CPRE is extremely concerned by the activities of the Greater Cambridge Partnership, GCP, in relation to public transport. The GCP activities appear to be completely isolated and have no concept of integration of services or co-operation with other authorities, particularly CAPCA. It is CPRE's understanding that CAPCA has responsibility for bus service planning in the county and the GCP need to be strongly reminded of this. It should be CAPCA which is managing the large sums of public money which the unelected GCP is attempting to spend on schemes which the public do not want and which will not be cost effective.

- 12 CPRE is totally opposed to the three busway proposals of the GCP which are designed to break up the countryside for development rather than to provide cost-effective bus services. CPRE is particularly concerned by the impact of these proposals on the Green Belt and its productive farm land. If every bus takes 40 – 60 cars off the road, what exactly is the need for millions of pounds to be spent on busways when CAPCA are proposing a sustainable alternative?
- 13 It is CPRE's understanding that it is CAPCA which now has planning and financial responsibility for bus service provision across the county and CPRE would like to see CAPCA take firm control of its responsibilities and make its integrated service ambitions very clear indeed to the unelected GCP whose proposals will lead to local authorities facing millions of pounds annually in ongoing maintenance costs.
- 14 CPRE is totally opposed to the GCP proposals for car-parks in the countryside as a means of accessing bus services. This will discourage the provision and use of properly planned and integrated bus services and encourage additional car use.
- 15 In Peterborough, CPRE sees the recent announcement by government to fund improvements to the central railway station as an opportunity to improve rail/bus integration at the station. CPRE would welcome the close engagement of CAPCA with this project.
- 16 CPRE supports CAPCA in its efforts to invest in re-opening rail services to Wisbech and would also welcome this investment being integrated with improved bus services for the rural community around Wisbech. We would prefer investment in this project to further investment in upgrading the A47.
- 17 CPRE would encourage the use of appropriately sized vehicles for rural bus services in areas of lower population density. It is not climate-friendly to run 60-seater double-deck buses through rural villages.
- 18 CPRE would encourage CAPCA to investigate the possible use of "post-bus" services in rural areas as are provided in other regions of the country such as the Lake District and parts of Scotland.

#### **Conclusions:**

- CPRE welcomes the Combined Authority' Draft Bus Strategy.
- CPRE would welcome the Combined Authority taking full control of the planning and delivery of public transport in the county. This includes Cambridge City.
- CPRE considers that the most important considerations in public transport planning are the delivery of an integrated plan which provides least climate change effects and an affordable, frequent, safe and comfortable public service.
- The Draft Bus Strategy is compatible with the "Every Village, Every Hour" campaign by CPRE nationally, a copy which Executive Summary report is enclosed. CPRE will willingly assist CAPCA in achieving its bus strategy if it can.

Finally, please note that our submission is in respect of the proposed strategy and based upon available publications. While we have taken every effort to present accurate information for your consideration in our role as a statutory consultee, we are not a decision maker, therefore we cannot accept any responsibility for unintentional errors or omissions and you should satisfy yourselves on any facts before reaching any decisions.

Yours faithfully,

**Alan James BSc.Tech., PhD, CITP, CEnv**

Chairman

CPRE Cambridgeshire and Peterborough Branch

**Enc.** Every Village, Every Hour – Executive Summary

# Every village, every hour

## A comprehensive bus network for rural England

Executive summary     March 2021





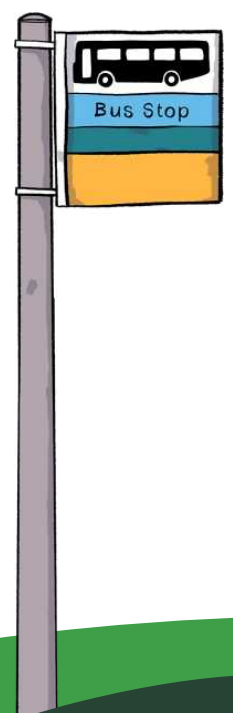
# Executive summary

This report builds upon previous research from CPRE, the countryside charity into rural ‘transport deserts’ to set out what a comprehensive bus network for England would look like, with services to every village every hour, and the scale of investment we need to make this vision a reality.

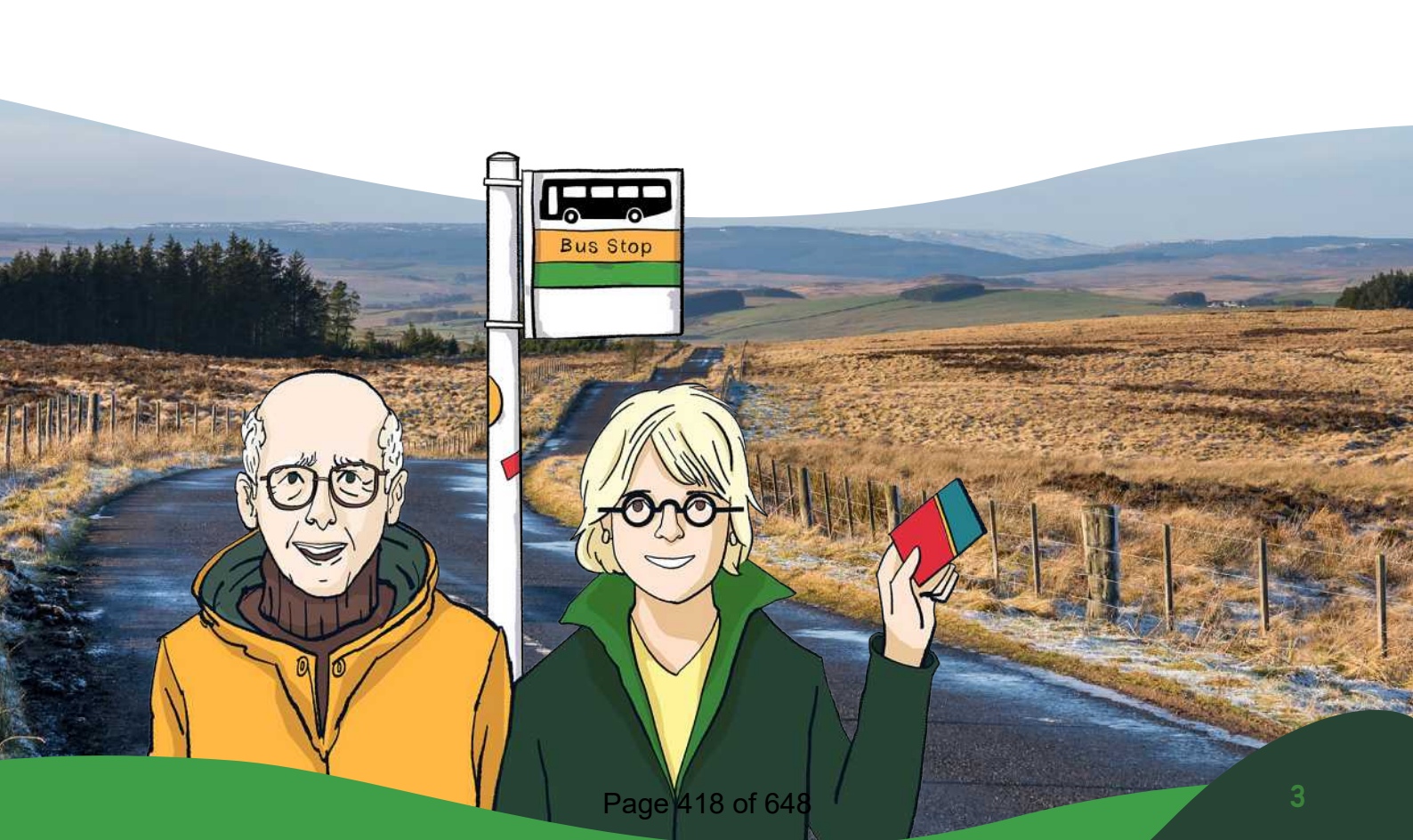
The aim of this report is to show how we can have a bus system that is fit for the climate emergency and that will put an end to the inequality and social exclusion caused by the current car dominance of rural life.

## Key findings

- Bus services are essential for allowing us to decarbonise the transport sector by providing an alternative to private car travel.
- Bus services also provide numerous public goods and are essential for the many people across England who do not have access to a car. By providing an alternative to private car travel, local bus services can reduce traffic and air pollution, while boosting high street spending, employment, social mobility and equality. That is why properly funded bus services should be a priority for rural policy in the coming years.
- The inadequate statutory framework for ensuring the provision of bus services for every community, and the cuts to bus funding imposed by the government over the past decade, have left a serious lack of services to meet the needs of rural towns and villages. The impact of the coronavirus pandemic now means that emergency funding should be invested into rural bus services to stop the remaining network from collapsing completely.
- Examples from public transport systems across Switzerland, Austria and Germany show that it is possible to deliver a comprehensive bus network that offers excellent connectivity to rural communities. Despite being considerably less densely populated than every region of England, the region of North Hesse in Germany has a bus system that ensures services reach every village, every hour for at least 12 hours a day, 7 days a week. A similar level of bus services would be transformational for rural England.



- Rural communities in these countries enjoy a far more comprehensive bus network than England because decent public transport is regarded as a basic right, even in remote areas. In Switzerland, minimum service frequency standards for communities of different sizes are enshrined in law. England, too, should recognise a universal basic right to public transport, backed up with guaranteed service frequency standards, and the government should fund local transport authorities to achieve that level of service.
- We also need bus services that are fully publicly funded with regulated contracts and timetabling designed to integrate with rail and other forms of public transport. An integrated approach to network planning, timetabling and ticketing is essential to making public transport in rural areas of England a practicable, convenient and attractive option for residents of rural areas. With regulated services, we can make public transport travel a convenient and competitive alternative to driving a private car, as is essential for tackling the climate emergency.
- Our groundbreaking modelling finds that the government could deliver a bus to every village, every hour across England from 6am to midnight, 7 days per week, for £2.7 billion annually.
- There is a range of options the government could use to make a comprehensive bus network revenue neutral. By redirecting funding currently earmarked for environmentally damaging and unnecessary road building, the government could release enough money to invest in a bus service for every village, every hour.



# Recommendations

## CPRE is calling on the government to:

1. Continue emergency funding for bus operations, ensuring that the contractual terms are a fit basis for a transformed and fully regulated rural bus system.
2. Recognise a universal basic right to public transport and back it with statutory duties for local transport authorities to provide Swiss-style legal minimum service frequency standards to villages and towns, according to their size.
3. Legislate to establish bus regulation under the 'guiding mind' of local or regional transport authorities in all areas, with the option for local transport authorities to contract services or to provide them directly so as to reinvest the shareholder dividend savings.
4. Establish revenue funding at national level in the order of £2.7 bn per year to enable an 'every village, every hour' bus network.
5. Redirect funding from current road building schemes to fund the 'every village, every hour' network. Review the range of fundraising powers deployed by local transport authorities in other countries and assess the best ways to enable England's transport authorities to access similar powers.
6. Ensure that the transformed rural public transport network is affordable or free, to put an end to rural transport poverty and to provide an alternative to car use sufficiently attractive to address the climate emergency.
7. Investigate how England, including all of rural England, could move to a Swiss-style single national public transport timetable, aligning all trains and buses on a 'pulse' model of repeated hourly services.



## View the full report

[cpre.org.uk/everyvillageeveryhour](http://cpre.org.uk/everyvillageeveryhour)

### Contact us:

5-11 Lavington Street, London, SE1 0NZ

Telephone: 020 7981 2800

Email: [campaigns@cpre.org.uk](mailto:campaigns@cpre.org.uk)

 @cprecountrysidecharity

 @CPRE

 @CPRE

The Campaign to Protect Rural England is a company limited by guarantee Registered in England number: 4302973 Registered charity number 1089685



Date: 24 February 2023  
Contact: Stacey Miller  
Email: [stacey.miller@cambridgeshire.gov.uk](mailto:stacey.miller@cambridgeshire.gov.uk)

Transport Strategy and Funding  
**Transport Strategy and Network Management**  
New Shire Hall  
Alconbury Weald

Tim Bellamy  
Interim Head of Transport  
Cambridgeshire and Peterborough Combined Authority

Dear Tim

### **Consultation on the Cambridgeshire and Peterborough Combined Authority Bus Strategy**

Cambridgeshire County Council is supportive of the Cambridgeshire and Peterborough Combined Authority's Bus Strategy, and the vision and objectives set out within it to improve services in the area. The issues that the strategy seeks to address are critical and cross-cutting, and the role of bus travel in addressing them is clearly demonstrated. Similarly, the problems, limitations and constraints of current bus provision are also understood, including the pressures being felt by the bus industry following the COVID-19 pandemic.

The bus strategy is a key document in setting out how at a strategic level the Combined Authority is planning to address these issues. The county council wishes to highlight:

- The importance of the conversation around bus franchising and of how bus services are commissioned in future. If we are to achieve the vision and objectives of the bus strategy, changes to the way that the bus network is delivered and managed are needed.
- The importance of the Bus Service Improvement Plan (BSIP), addressing how the bus strategy will be achieved, and as a potential mechanism for drawing in central government funding to support and develop the bus network in Cambridgeshire.
- The critical need for funding to deliver the strategy and BSIP, and even to maintain the network at current service levels.
- The importance of joined up approaches to the planning of services, infrastructure provision and other measures to support, enhance and prioritise bus travel in Cambridgeshire and Peterborough across local government in the area.

Cambridgeshire County Council will continue to work with the Combined Authority and our other local authority partners to address these issues. Finally, more detailed commentary on the strategy is appended to this letter.

Yours sincerely

David Allatt  
**Assistant Director Transport Strategy and Network Management**

## Cambridgeshire County Council detailed comments in response to the consultation on the Cambridgeshire and Peterborough Combined Authority Bus Strategy

Cambridgeshire County Council supports the Cambridgeshire and Peterborough Combined Authority's (CPCA) Bus Strategy, a child strategy of the Draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP).

The Vision and Aims of the Strategy, if delivered, will enable travel by bus to become an attractive and viable travel option to many people who live and work in Cambridgeshire. The slow decline in bus service provision in recent decades has had a significant negative impact on the travel choices for many people across Cambridgeshire, with rural areas being particularly impacted by bus service withdrawals over many years. People living in these areas are therefore more dependent on travel by private car which has wider negative impacts on the environment and people's health and wellbeing. Also, with 16.9% of Cambridgeshire households without a car or van (Census 2021), it is important that alternative sustainable modes of travel are available across the county to give equal opportunities and quality of life to all residents. The Bus Strategy is an important step in achieving improvements to bus travel in the region.

The Council welcomes the Bus Strategy and notes together with Cambridgeshire's Active Travel Strategy and area-based transport strategies, draft child strategies of the LTCP, will help achieve the Independent Commission on Climate's recommended reduction in car miles driven by 15% by 2030. The Council supports the links between active travel modes and bus service improvements being included in the Strategy, in particular under '*Aims – Easy: Ability for people to transfer between bus and other travel modes (walk, cycle, e-scooter, car, coach, train)*'. This will be essential to enable door-to-door sustainable journeys, particularly for the first and last mile of people's journeys and will be important to provide quality integrated connections at transport hubs, including bus stops and stations. As stated in Policy AT11 in Cambridgeshire's Active Travel Strategy, we would recommend including secure cycle parking at such interchanges. The Council suggests integration with other sustainable modes of travel could be expanded upon on page 12 under 'Integration'. The need for better connections between active travel and public transport was a common comment made by respondents to the recent consultation on the draft Cambridgeshire Active Travel Strategy.

Accessibility to services was identified as a priority issue to be addressed in the draft Fenland Transport Strategy, and bus service improvements will have a significant positive impact on people's access to key services across all of Cambridgeshire. Therefore, reference to other child documents such as Cambridgeshire's Active Travel Strategy and the draft area-based transport strategies would enhance the important linkages between the child strategies and localised issues.

The Council supports the seven elements identified to deliver the Strategy and welcomes solutions to known barriers to uptake such as poor frequency of services, lack of evening and weekend services, as well as disjointed ticketing systems. However, the Council also notes that significant funding would be required to deliver the ambitious vision and aims of the Strategy as stated on page 9.

The Council welcomes continued partnership working with CPCA as stated under '3. *Partnership: It will be important for all local authorities to work together, as each has the ability*

*to help realise the strategy in different ways, including the management of highways and local parking policies and management.'*

As the Local Highway Authority, the Council is responsible for the management of highways and will work with CPCA on measures to improve bus priority to support the delivery of the Bus Strategy and will work with the CPCA on securing funding to deliver such measures. The Council notes the four main principles to deliver the Strategy and would welcome continued collaborative working to secure funding for improved bus service provision as well as for the infrastructure improvements required, as identified in the LTCP and emerging action plans for each area-based transport strategy. Partnership working with Local Planning Authorities and town/parish councils will also be key to ensuring suitable infrastructure is secured through the planning process, and responsibility for maintenance is considered in the early stages of developer negotiations, for example, for bus stop infrastructure.

The Council notes the aim for '*a new, modern fleet of net zero emission buses*' included within the final section 'Bus Strategy – Buses that people want to get on'. This aim, alongside the wider themes in the Bus Strategy, would support the delivery of Cambridgeshire's Climate Change and Environment Strategy 2022 and action plan. The Council suggests this important part of achieving net zero carbon targets could be included within the 'Introduction' section of the Strategy expanding on paragraph three which focuses on mode shift. If the delivery of the Bus Strategy is successful, an increased fleet on our roads would mean the use of alternative fuels will be an essential part in achieving decarbonisation of transport and to achieve wider benefits to the health of Cambridgeshire residents and our environment.

# The Cambridgeshire and Peterborough Combined Authority Bus Strategy Consultation - a response from the Cambridge and South Cambridgeshire Green Party

## Overarching points

The Cambridge & South Cambridge Green Party (CSCGP) welcomes the opportunity to respond to this important Bus Strategy published by the Cambridgeshire & Peterborough Combined Authority (CPCA).

- **Relationship with other plans and strategies**

We understand this consultation to relate solely to the Bus Strategy, which is a set of overarching principles that would be used to plan and deliver improved bus services across the region. It is stated in the document that details of delivery and funding are in the Bus Service Improvement Plan (BSIP), which was prepared earlier, in 2021<sup>1</sup>. It is not entirely clear to us how these two documents will relate to each other in practice (since usually the details of a plan would flow from the overarching strategy, not the other way around). We would suggest that in future iterations of this plan, the strategy and the operational details be presented and considered together.

This strategy should include a report on performance to date against the goals set out in the BSIP, as well as, critically, **setting out how progress will be monitored and reported going forward**.

The other key document in play is the Greater Cambridge Partnership's proposal for a Sustainable Travel Zone (STZ). This is acknowledged at several points at the document but again it is far from clear how the two things fit together. To what extent does delivery of the Bus Strategy depend upon the outcome of the STZ proposals? Are the Combined Authority and Greater Cambridge Partnership working to the same set of aims and objectives? Does one answer to the other or are they working independently in parallel? The STZ consultation had extremely high public engagement and is proving highly controversial, with the lack of detail about bus improvements contained in the plan one of the key criticisms. Most residents will not understand why they are now being asked their views on an apparently entirely separate consultation about bus provision.

- **Vision and aims**

The vision and aims expressed are laudable and invite support. Few would argue with the proposal to aim for a bus service that is "convenient, attractive and easy to use, part of a fully integrated and planned transport system, reliable, value for money and representing a total

---

<sup>1</sup> <https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/transport/buses/Bus-Reform-Mayoral-Task-Force/CPCA-BSIP-Final-291021.pdf>



transformation of bus travel”. They are however generally high level and vague – the devil will be in the detail of how they are delivered.

CSCGP views the need for an improved regional bus service delivering equitable and fair benefits to all as a **social justice** priority. The bus service offered should ensure that everyone can use the buses even in the most remote areas as well as in the high-use urban centres. We would add that the staff delivering the service need to be supported on secure contracts from employers who value their welfare. As well as being socially just, this should improve staff recruitment and retention – currently a significant issue causing a drop in reliability on many bus routes. Such staff are also more likely to provide the attractive easy-to-use service that is desired.

An improved bus service is also clearly an **environmental** priority. The regional climate targets proposed by the independent commission, with doubling of bus passenger numbers and a 15% reduction in car mileage by 2030, must be achieved as a minimum. We are concerned to note that the strategy documents contain mixed references to 2030 or 2050 targets, low emission or zero emission vehicles. We would only support strong environmental and climate targets, zero emission across the fleet (as stated in BSIP) and a deadline of 2030 not 2050. Optimising bus journey efficiency, and hence reducing emissions, through the use of dedicated priority measures such as bus gates / modal filters are initiatives that we strongly support.

- **Operational model**

Vital for the delivery of this strategy will be the operational model chosen. We support the intention to explore franchising as the preferred model and would welcome a detailed plan. We emphasise that, whatever model is adopted, it is important that the time required to put it in place does not delay significantly the implementation of the bus strategy. Given that this regional bus service will have to be integrated with the GCP Connecting Cambridge initiative both need to proceed together. The GCP timeline starts from 2023, and any major delays in the regional bus strategy would therefore make it very difficult to deliver the integration required.

We believe that successful delivery will require under all circumstances:

- i) A version of franchising or a ‘strong’ partnership approach
- ii) road space reallocation

- **Integration with other forms of transport**

This bus strategy does not state clearly how the service would be integrated with other forms of public transport in the region. More details on bus rail link-ups, on how any planned rail expansion might be incorporated into the network, would be helpful. The strategy is predicated on the bus as the only backbone to the public transport network. Have other forms of public transport such as very light rail (VLR) have been considered at any point?

- **The needs of users with disabilities.**

We call for specific text to be added in the vision and aims relating to the needs of disabled passengers and how these will be met.

### Responses to survey questions

We support many of the responses proposed by the Cambridge Sustainable Travel Alliance, and have added comments from our own review of the consultation documents. Where relevant, we include notes relating to the more detailed BSIP document.

We also include appendices will cover more detail on the Franchising model, the alternatives, and some comparative information from Oxfordshire and from the Netherlands.

### Section 3: Bus Strategy Vision

*Response:* We **agree** with this vision.

*Notes:*

We note that the BSIP has a subtly different approach:

*Bus Strategy: "The vision is for a comprehensive network of bus services across Cambridgeshire and Peterborough that people find convenient, easy to use, reliable and good value for money, that is inclusive and offers a viable alternative to the car."*

*Bus Service Improvement Plan: "Everyone should have the opportunity to travel; their chances in life should not be constrained by the lack of travel facilities open to them"*

We question why these two documents have different Visions given that they are supposed to be elements of the same plan. We tend to prefer the BSIP version as its overall intention is directed at how transport can affect people's lives rather than the provision of an effective transport system.

We suggest the target of doubling bus passengers by 2030 based on 2019/20 levels is unambitious, given the impacts of the pandemic and service cuts on the baseline year. We note that targets require a reduction in car miles of 15% by that date and wonder whether a doubling of passenger numbers is sufficient to support this (the 15% target is itself unambitious, compared to for example 25% in Oxfordshire (see Appendix).

The aspiration of "Buses are part of a fully integrated and planned transport system" should explicitly mention cycling and walking including safe routes to bus stops and secure, accessible cycle parking, mobility vehicles, and other electric vehicles such as scooters.

### Section 4: Bus Strategy Aims

*Response:* we **agree** with the aims.

*Notes:*

While we support the aims as set out, we strongly criticise the absence of explicit targets against which progress can be evaluated. We note that the BSIP document does contain

quantified targets for the objectives of reliability, journey time, passenger growth and passenger satisfaction. We suggest that these targets should form part of the Bus Strategy, or the links between the two documents made much clearer.

**Convenient:**

1. Page 12 of the strategy document refers to a table about frequency which is not present in the document. Without this inclusion we cannot express support for any frequency. 'Frequent' will inevitably mean different things on different services.
2. There needs to be a rationale for 'range of tickets'. Having a 'range' should not be prioritised over simple ticketing that can be easily understood by all users.
3. There must be a clear definition of 'evening'. It is essential that buses are available for hospitality and shift workers. Service hours must be specifically stated.
4. Rural routes should meet or exceed the aspirations of the Campaign to Protect Rural England's 'Every village, every hour' campaign. 'On demand' services can contribute to this target.
5. There should be a 'no stranded passengers' aim including avoiding overlong journeys owing to delays and missed connections.
6. The strategy states that "all areas are well served by bus". Once again, this is a vague aim that is open to interpretation. A clear definition of "well served" must be provided.

**Attractive:**

The aims the Combined Authority has stated here are by and large sensible. We believe the core elements for an attractive bus service are:

1. Reliable, times and places
2. Staff are customer focussed
3. Buses are of a good and comfortable standard
4. little crowding, i.e. expansion and contraction of capacity by demand

Traffic congestion (as well as being one of the problems which improved bus services will help solve) is a key challenge to delivering reliable and frequent bus services. The strategy states that "wherever possible, measures will be put in place to prioritise road space for buses, or provide new dedicated infrastructure for buses to use, so they can travel unhindered and quickly, ensuring punctual services that people can rely on." CSCGP urges that bus prioritisation should be in line with the 'hierarchy of road users' – a concept that places those road users most at risk in the event of a collision at the top of the hierarchy. Bus priority must not be at the expense of active travel. The Greater Cambridge Partnership is pushing forward a number of new busways as part of its transport strategy. New busways are expensive, highly environmentally destructive (in terms of use of raw materials such as concrete, and also land take) and we believe should only be preferred where they provide clear advantages over modifying the existing road network. We do not believe this to be the case for the Cambridge busways (see for example the alternative to the Cambourne busway put forward by Smarter Cambridge Transport<sup>2</sup>).

---

<sup>2</sup> <https://www.smartertransport.uk/cambourne-to-cambridge/>

### Easy:

1. The strategy should view the concept of 'easy' from the perspective of a visitor to Cambridgeshire with no prior experience of our bus service. Would a visitor find it easy to find out how to use our buses, where and when our buses travel, and how ticketing works? The bus service must also be 'easy' for all passengers, including those with disabilities, those travelling with children, etc.
2. The point "Buses run at regular time intervals and with consistent frequencies," is crucial – people must be able to rely on the bus departing and arriving on time (with real time information if things go wrong.)
3. The point "Ability for people to transfer between bus and other travel modes (walk, cycle, e-scooter, car, coach, train)" should elaborate on what the transfer experience should be like. For example - transfer safely, easily and affordably. It should also elaborate on the impact that ticketing systems will have on transfers. There should be shared ticketing so that new tickets are not required when transferring across operators and transport modes.
4. This section should also include the aim of simplicity. Passengers should be certain that they have the best/most suitable ticket and route without the complex comparison of options which is currently required.

We would add the following specific points:

- There must be safe, speedy and accessible pedestrian movement between bus stops and between buses and other transport modes e.g. trains. All stops should be connected to a footway which is suitable for use by passengers using wheelchairs or other mobility aids.
- All stops should display printed timetable and key fare information and a location-named bus stop flag with the phrase 'Towards [key destination(s)]'.
- Wherever possible a shelter, with seating, lighting, and timetable and real-time bus information should be provided.
- Key edge-of-town and edge-of-village locations should be developed as 'travel hubs' with secure cycle-parking facilities and interchange facilities with demand-responsive transport.
- Reliable bus services that users can trust.

### Section 5: Delivering the bus strategy

*Response:* we **agree** with the principles.

*Notes:* Again, although positive as far as they go the 4 "main principles" are very vague and have no claim to being comprehensive, or subject to performance evaluation.

### Continuous cycle of passenger growth and service improvement

This is intuitively appealing but we would like to see a more evidenced case for why and how it will work in practice.

Will the approach set in the BSIP document, where the share of risk for lower growth rates will be shared between the service provider and the council (thereby providing a measure of security to the new service provision and attendant) still apply?

### **Mode of provision**

This point is very important but seems to be deliberately left vague. The Strategy document indicates that franchising is the Combined Authority's preferred model. The BSIP document mentions a "franchising assessment process" – has this now been completed, and if so, where can the results be viewed? Do the assumptions adopted for the 2021 Outline Business Case Assessment (paragraph 1.19 of the BSIP document) still apply to the current proposals?

We agree that the current 'Enhanced Partnership' approach is not delivering the best service for the region. It is clear that a visible change in how bus services are controlled is necessary to restore public confidence in some of our bus services. We welcome the Combined Authority's intention to explore bus franchising and would like to see a detailed proposal on franchising, including a statement of how control and management will be exercised before any franchising arrangements can be set up. It is critical that improvements to the bus network are not delayed because of the complexities of setting up franchising.

### **Partnership**

We feel that a key theme missing from the strategy is staffing. This strategy must be clear about how bus driver recruitment and retention will be improved. There should be more information about better conditions, pay, career progression and flexible working hours for bus drivers. CSCGP believes that the strategic aims, objectives and aspirations must include putting the wellbeing of the staff running the fleet as a top priority. This means taking care of all those involved: drivers, cleaning staff, maintenance staff and customer service staff. Value these people and the bus system will not only provide a fair and just means of making a living, setting a standard for the private sector, but also massively increases the likelihood of it being an efficient and high quality service satisfying many of the aims and objectives already set out in the strategy. In addition, we feel proper investment in the staff who run the bus system would tackle some of the challenges outlined such as variable standards of service and the wish for a more reliable bus service.

To this end we propose some specific measures:

- **No zero-hours contracts.** Any bid for the franchising of this bus service must forbid any zero hours contracts. The government sets out the guidance for zero-hours contract employers<sup>3</sup> and it is clear to us from reading this that employees providing a

---

<sup>3</sup> <https://www.gov.uk/government/publications/zero-hours-contracts-guidance-for-employers/zero-hours-contracts-guidance-for-employers>

bus service should not come under this type of contract. We feel operations of a bus should not be run like a temporary employment agency which results in job insecurity, lack of sick pay and pension for the individual and high staff turnover, less reliability, consistency, less investment in organisational values for the organisation, and predominantly for the customer of the service, in this case: the passengers using the bus. It is unjust that a profitable company such as Stagecoach (£17.6 million for 2022) sidesteps its duty to provide a stable and secure living for those running its fleet in favour of money-saving quick fixes. This is the UK's biggest bus operator who employ 23,000 people in England, Scotland and Wales and have been running buses since 1980<sup>4</sup>. Therefore, we request that any franchising bidding process must set out the types of contracts offered: permanent ones that include sick benefits and a pension plan. We would like to see additional detail on how secure employment can be provided on the proposed 'on demand' bus services.

- **Living Wage.** The real Living Wage should be paid to those working to deliver this valuable public service, and this must be a condition of a franchising contract. The real Living Wage is currently £10.90 an hour compared to the government's 'national living wage' which is £9.50. The latter is not calculated according to what employees and their families need to live, rather it is based on a target to reach 66% of median earnings by 2024<sup>5</sup>.

### Integration

We agree with the principles set out here but greater detail is needed. . More details on bus rail link-ups, on how any planned rail expansion might be incorporated into the network, would be helpful. Also whether other forms of public transport such as very light rail (VLR) have been considered for any part of the network, following the encouraging examples of cities such as Coventry<sup>6</sup>.

### Section 6: Strategies

*Answer:* clearly these strategies are interdependent and all are needed to deliver the aims of the strategy, but in this context we would rank them as follows:

1. Getting to places quickly and on time
2. Value for money and simple ticketing
3. Bus services for rural areas
4. Bus services people want to get on
5. Information and getting the message out
6. Integrated coherent network
7. Delighting customers.

---

<sup>4</sup> <https://www.stagecoachgroup.com/who-we-are.aspx>

<sup>5</sup> <https://www.livingwage.org.uk>

<sup>6</sup> <https://www.coventry.gov.uk/verylightrail>

### Notes:

- Bus information (fares, timetables, places served and stop locations) is currently very poor. 'Information and getting the message out' will be a quick, easy and cheap improvement.
- People unable to drive, or otherwise without a car, in rural areas, are cut off from employment, educational, cultural and social opportunities.
- There is currently a confusing range of tickets, mainly valid only on one operator's services, whilst queries to the driver about 'best value' delay boarding and lengthen journey times. They also discourage bus travel.
- Major operators' maps don't show other operators' services. There should be clear journey planning information with multi-operator ticketing and recognised interchange points.
- Getting to places quickly and on time seems dependent upon the points above.
- 'Bus services that people want to get on' are dependent upon the factors above, i.e. it is a meaningless in and of itself
- 'Delighting customers' is an outcome if all the strategies above are effective. There is an unanswered question as to who is 'delighted' – not all passengers have the same requirements or expectations. It would be informative to explore whether there are real world examples of 'delightful buses' already in existence.

### Conclusion

The Cambridge and South Cambridgeshire Green Party have some summarising comments to make on this consultation by the Cambridge and Peterborough Combined Authority. Firstly, its relationship to the recent highly politically-engaging and controversial Greater Cambridge Partnership's Making Connections Consultation needs to be stated as the lack of clarity about why there are two separate consultations on buses running closely together is disorientating.

Further, the CSCGP feel this strategy is a starting point but there needs to be much more shape and structure given to it to make it a proper checking point for future use. The CSCGP hold that it needs to be much more prescriptive and ambitious in terms of social justice and environmental goals, particularly concerning the overarching goal of carbon neutral – is it 2030 or 2050? It is stressed that a goal of 2050 is simply too late for the planet.

Implementation of franchising also needs to be tackled promptly and vigorously as this could take an excessive amount of time when there is a great amount of urgency to provide sustainable transport in our region. Social justice must be at the forefront of a franchising bid taking care of the livelihoods of those who run the bus service and also providing fairly for those who are expected to use the bus service, particularly the needs of disabled passengers.

## Appendices

### A detailed breakdown of implementation of a bus franchise

#### *How will bus franchises be implemented?*<sup>7</sup>

When a MCA (or other authority which has been afforded the applicable powers) wishes to implement a franchising scheme, it must complete a detailed assessment and submit this to the DfT for approval. This is a detailed process and includes similar elements to the test described above. Below are all of the elements to this second assessment:

#### *Developing a compelling case for change – the authority should:*

1. describe their overall aims and how bus services play into these
2. provide current and predicted information about performance of local services
3. explain why the geography of the area is appropriate for a franchise model; and
4. detail what issues passengers are currently facing.
5. Setting objectives – the authority needs to set clear objectives for its proposed bus franchise which are "specific, measurable, achievable, realistic and time-bound."<sup>[2]</sup> There should also be specific objectives relating to the affordability of the scheme and how it represents value for money
6. Options generation and refinement – the authority should engage with bus operators in the area to explore whether a franchise agreement is really the best solution, or if there is a realistic proposition to implement other ideas instead (such as partnerships with current operators or a new ticketing method)
7. Detailed assessment of options – all shortlisted options should then be assessed based on the following criteria:
8. strategic case (how will each option achieve policy objectives?)
9. economic case (what value for money will each option provide?)
10. financial case (how much will each option cost to create and maintain?)
11. commercial case (how will each option be procured and contracted?); and
12. management case (how will each option be delivered and managed?).
13. Auditor's assurance report – once the business case has been compiled, an independent auditor with professional accountancy qualifications must be hired to form an independent opinion that the information gathered by the authority meets the required standard for review by the DfT
14. Consultation – finally, the authority must consult more widely on its proposals to ensure that local passengers, businesses and transport providers are able to comment on each of the options available.

Only when all of the above steps have been successfully completed can the authority submit its case to the DfT for a bus franchise to be implemented in their area. The DfT will then have the final say in deciding if a region is to be allowed to (1) exercise the powers under the Act and (2) implement a bus franchise system.

---

<sup>7</sup> Taken from <https://www.lexology.com/library/detail.aspx?g=7d45c03a-95e3-46fc-b323-2ddb7f24efa2>, David Rewcastle and Richard Collins



### *Alternatives to bus franchises*

The process of creating a business case to propose a new bus franchise in any given area is one that would take a significant amount of time and money for an authority to invest in. Despite this, there have been recent examples of major UK cities making public steps towards the franchising model.

One of the most prominent has been Manchester, where former Chancellor and current Mayor Andy Burnham is a vocal supporter of change to the current local bus network which he describes as "confusing [and] overpriced."The city will be holding a public consultation on the issue later in 2018, and other areas such as Leeds and Middlesbrough appear to be following suit. Leaders in these areas are pushing for an updated system which allows for a more consistent bus service offering in their area, and franchising would be one way in which they can achieve this.

A suggested alternative is a "partnership approach" – something which the Act provides further guidance on. In short, there are now two different forms of partnership that can be created between a local authority and a bus service operator:

1. an Advanced Quality Partnership Scheme - an attempt to upgrade the provisions of the Transport Act 2000 which introduced the Quality Partnership Scheme (the model which many UK bus services currently follow); and
2. an Enhanced Partnership - a more formalised agreement between a local authority and local bus operators which allows the local authority to dictate terms to some degree. However, on key points, these terms must be agreed with the authority by a majority of bus operators who are active in their catchment area.

It is expected that many current Quality Partnership Schemes will transition to an Advanced Quality Partnership Scheme in the future, with the Enhanced Partnership seen as a form of "halfway house" between the current system and a full franchise model.'

### **Oxford BSIP<sup>8</sup>**

The comparison between the BSIP of that of Oxfordshire and that of Cambridge illustrates quite a different approach

#### *BSIP objective EP approach*

Significant and detailed emphasis on the quick and timely deployment of funds already held by the Council for improvement of the bus stop estate

BSIP objective EP approach

#### **1. Keeping buses at the heart of decision-making**

- Embed Council commitment and the corporate priority to
- 'invest in public transport to significantly reduce reliance on car journeys'
- Governance of EP via the Enhanced Partnership Board

---

<sup>8</sup> <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/OxfordshireEnhancedPlan.pdf>

- informs decision making, e.g. via the County/City Council Joint
- Member Group
- The Local Transport & Connectivity Plan Mode Hierarchy is applied to reflect the priority given to bus and ensure that positive decisions are made to promote and support bus travel and improve integration with other modes

## 2. Making buses

- faster and more
- reliable
- Achieve a 10% improvement in bus productivity in Oxford city
- Implement bus priority measures at key locations including Oxford city centre
- Improved management of roadworks, including appointment of a bus champion
- Implement signal detection technology improvements

## 3 Upgrading bus

- infrastructure
- Identification and improvement of the bus stop estate, with defined standards
- Development of the mobility hub concept in rural areas and areas associated with growth
- Improvement to Real Time Information provision

## 4.Improving the

- image of buses
- Developing a consistent/single brand for the Smartzone area
- services, including livery
- Consideration of measures to assist boarding/alighting on
- certain busy routes
- Roll out of audio-visual systems, Wi-Fi and device charging on
- new vehicles
- Ensuring buses are promoted by the County Council and
- partners through existing and new channels

## 5.Making buses

- easier to access and understand
- Development of an improved bus network, with greater hours of operation and coverage
- Improvement of cross-boundary bus links
- Modernisation and improvement of multi-operator ticketing systems
- Simplification of bus ticket range, including extension of youth fares
- Behavioural change initiatives with employers
- Enhanced publicity and customer information
- Development of a customer charter

Some targets:

- replacing or removing 1 in 4 current private car trips by 2030;
  - delivery of a zero-carbon transport network by 2040, alongside
- replacement or reduction of 1 in 3 current private car trips; and
  - delivery of a transport network which contributes to a climate positive
- future by 2050.

*The above are more ambitious targets than those of Cambridgeshire.*

The issues for ranking in consultations are different to those offered for review in Cambridgeshire.



*Figure 4 - Preferences of the general public*

There is also a specific role for a citizens assembly in contributing to the policy.

A timeline

Table 7 - Impact of Central Oxford measures on buses in Oxford

		Increases bus productivity & use by....		
Measure	Implementation date	Improving bus journey times & reliability	Managing demand for car travel	Generating funding for bus service improvements
Trial traffic filters	December 2023			
Permanent traffic filters (subject to successful trial)	2025			
Zero emission zone	2025			
Workplace parking levy	2025			
A40 bus lane and new Transport Hub	2023			
A44 and Woodstock Road bus lanes	2023 - 2024			
Bus priority at traffic signals	2023 – 2025			
Controlled parking zones	2022 – 2025			
Removal of on-street parking	2022 – 2025			
Improved network co-ordination	2025			

**Measures that are to be funded through the Bus Service Improvement Plan and Zero Emission Bus Regional Area (ZEBRA)**

Scheme Name	Details	Location	Timescale for delivery
Connecting Oxfordshire and Zero Emission Bus Regional Area (ZEBRA)	<p>Delivery of up to 159 electric buses, as well as ancillary upgrades to depots, for both Stagecoach and Go-Ahead (Oxford Bus Company). These buses would primarily operate within Oxford</p> <p><i>Note: achieving this measure is dependent upon the delivery of works to improve bus journey times by 10% in Oxford SmartZone by Oxfordshire County Council, as outlined in Annex B.</i></p>	<p>Initial consultation identified the potential locations of traffic filters being on Thames Street, Hythe Bridge Street, St Clements, St Cross Road, and Hollow Way. The precise locations of the filters will be determined once the public consultation exercise has been completed.</p>	<p>Vehicle tender award and orders placed: by January 2023</p> <p>Depot works: From 1 April 2023 until 31 August 2023</p> <p>Vehicle delivery: From 31 August 2023 until 29 February 2024</p> <p><i>All timescales are subject to detailed feasibility work and consultation</i></p>

Clear bus replacement targets

# Draft Response to CPCA Bus Strategy

*Bottisham Parish Council submits its response to the Cambridgeshire and Peterborough Combined Authority (CPCA) Bus Strategy, dated November 2022, as follows:*

## **Background, current situation in Bottisham regarding bus services, and current Bus Strategy**

The large and vibrant village of Bottisham, in East Cambridgeshire but only 4 miles from Cambridge City's boundary and 6 miles from the centre of Cambridge, was negatively impacted from October 2022 by the failure of the CPCA's existing Bus Strategy. This failure was evidenced by the withdrawal, with very little publicised notice, of all our existing bus services – two once-per-hour Monday-to-Saturday bus routes and - at the time of the announcement of the withdrawal - no assurance that these bus routes would have any replacements that served Bottisham.

We note that the purpose of the Bus Strategy is not to examine detailed, granular issues around specific routes and services. However, it is Bottisham Parish Council's contention that the issues around the withdrawal of specific bus routes and services in our village in October 2022 (and in other Cambridgeshire and Peterborough communities affected by Stagecoach's programme of withdrawals at that time), and the issues around replacement bus services, reflect a **failure of the CPCA's existing Bus Strategy**.

Mention of them is therefore key to a discussion of this new Bus Strategy, and **we are very keen that the new Bus Strategy avoids the failings of the old (existing) Strategy**.

We believe that CPCA's existing practises and policies fail to deliver what CPCA aspires to in the 'Vision for Buses' and in the foundational elements of the new Bus Strategy in four key areas: 1) Partnership; 2) Information and getting the message out, 3) An integrated, coherent network linking people to the places they want to get to, and 4) Value for money and simple, integrated ticketing.

We discuss these below:

### **1) The October 2022 bus changes demonstrate a lack of effective Partnership**

We know that a 'Greater Cambridgeshire Bus Operators Forum' was set up in 2021 but to us the fact that there was only a short time between CPCA apparently being made aware of the forthcoming Stagecoach bus service withdrawals in October 2022 and them then taking effect demonstrates the lack of real partnership working between CPCA and the bus operators.

Another instance of the lack of practical partnership is the difference between a) the published timetable timings and actual stop patterns of Bottisham's current bus service 12 post-October 2022 and b) what appears under the detailed Traveline timetables for this route, which we understand is input by CPCA. (This is important because accurate source data on scheduled timetables in Traveline is essential for enabling computer-based journey planners - used by travellers - to work properly).

We note that England's National Bus Strategy 'Bus Back Better' includes strong encouragement from central Government for authorities to adopt close partnership working with bus operators, with a move towards adopting formal 'Enhanced Partnerships'.

### **2) The October 2022 bus changes demonstrate the lack of a CPCA Public Transport Information Strategy**

Since October 2022 the roadside publicity for the bus service which, we understand, is ultimately the responsibility of the CPCA as the Local Authority responsible for overseeing Public Transport, has been, and continues to be, atrocious. This projects a poor image which acts strongly against the concept of the bus service being an attractive proposition for most Bottisham residents, and thereby runs counter to the CPCA's stated policy objectives in its new Bus Strategy.

We are not aware of any published and adopted CPCA Public Transport Information Strategy. In particular, we have been unable to find published policies on the following:

- Which organisations provide at-stop timetables
- Which organisations provide the bus stop flag, and
- Which organisations maintain the information and condition of those

In Bottisham this results in:

- most bus stops that were used by the previous Stagecoach services that ran until 29/10/22 having no timetables displayed (the bus stops have existing timetable cases which are empty),
- stop flags with information displayed which refers to the previous operator rather than the current operator, and, in some cases,
- stop flags with out-of-date route numbers on the stop flags

These give an incredibly poor image of public transport, and are confusing both to existing bus users and to those who would consider using bus services but don't currently. This goes right against CPCA's policy of delivering a vibrant, successful bus system. Other negative aspects of the lack of any CPCA Public Transport Information Strategy are:

- no single Cambridgeshire-wide or CPCA-wide bus brand
- no single, clear public transport information website for Cambridgeshire or for CPCA
- no bus maps for cities, towns or rural / interurban networks in the CPCA area

### **3) The October 2022 bus changes demonstrate the lack of a CPCA Strategy for an integrated, coherent network linking people to the places they want to get to**

While Bottisham's replacement commercially-operated hourly bus service that has existed since the end of October 2022 (provided by a bus operator that is new to the Cambridge area) is running successfully as far as we can tell, it omits some significant and important village – village links offered by the previous services. It also has shorter operating hours compared to the previous service.

### **4) The October 2022 bus changes demonstrate the lack of an effective CPCA Strategy for delivering value-for-money and simple integrated ticketing**

The replacement bus service inevitably fails to offer the low-price single-operator through ticketing / fares options with connecting bus services that were offered by the previous services (whose operator – at that time - ran buses in most of Cambridgeshire and Peterborough). There is no longer through bus ticketing to other destinations in Cambridge (e.g. railway station, Addenbrookes Hospital, retail parks), other than the £8 Cambridgeshire Multibus ticket. Although, of course, Multibus is welcomed, it is more expensive than the through tickets previously offered by the previous operator prior to 31/10/22.

Regarding the specific questions on the Cambridgeshire & Peterborough Combined Authority's bus strategy consultation, Bottisham Parish Council has the following response:

#### **Question 5: How much do you agree with the Vision of the Bus Strategy?**

Bottisham Parish Council strongly agrees with the Bus Strategy Vision but believes that it is incompatible with CPCA's current Bus Strategy, which demonstrates a lack of effective Partnership with bus operators, and an absence of a strategy for Bus Information

#### **Question 6: How much do you agree with the Aims of the Bus Strategy?**

Bottisham Parish Council strongly agrees with the Bus Strategy Aims, but believes that the CPCA's current policies & practices regarding facilitating Convenience, Attractiveness and Ease (of Understandability and Use) of the existing Bus Network strongly act against the achievement of these Aims. The CPCA's current policies & practices serve to exacerbate the Bus Network's existing lack of Convenience, Attractiveness and Ease.

#### **Question 7: How much do you agree with the four main principles of delivering the Bus Strategy?**

Bottisham Parish Council agrees with the four main principles of delivering the Bus Strategy

#### **Question 8. How would you prioritise our strategies?**

Bottisham Parish Council has no particular views on prioritisation of the strategies

## 9. Do you any further comments on the Bus Strategy?

a) It should be noted that Bottisham is also subject to the Greater Cambridge Partnership (GCP)'s integrated Bus proposals, defined by GCP as one of the three parts in its *'Making Connections'* proposal, which was out for consultation in Autumn 2022 and for which responses to that are currently being reviewed by GCP.

East Cambridgeshire District Council is not represented on GCP, and the GCP area ('Greater Cambridge') explicitly covers only Cambridge City and South Cambridgeshire District (as defined in the 'Greater Cambridge City Deal Assurance Framework' updated 2022). However, some of GCP's proposals, and specifically the Bus Strategy part of *'Making Connections'*, explicitly cover extensive areas outside 'Greater Cambridge'. The *'Making Connections'* documentation describes *'Making Connections'* as a *'proposal in three parts'* of which the first part is *'1. Transforming the bus network. From mid-2023, we are proposing to transform the bus network through new routes, additional services, cheaper fares and longer operating hours.'* Also, the *'Making Connections'* Map Book explicitly covers all the bus services running extensively into areas outside the 'Greater Cambridge' (including Bottisham)

Yet the CPCA Bus Strategy has only two small references to the Greater Cambridge Partnership Bus Strategy in *'Making Connections'*. Given the latter's crucial importance to the bus services over a large part of the CPCA area (including those parts that are also outwith the GCP area) this seems a rather crucial omission from the CPCA Bus Strategy.

b) We note that *'Bus Back Better'*, the England National Bus Strategy, includes strong encouragement from central Government for authorities to adopt close partnership working with bus operators, with a move towards adopting formal *'Enhanced Partnerships'*; and we see that CPCA's original *'Bus Service Improvement Plan'* stated that an *'Enhanced Partnership'* would be put in place from April 2022. We also note that *'Bus Back Better'* gives the good practice example of Hertfordshire's Intalink strategy which covers information and some other areas (*'Bus Back Better'*, page 39), and that an operator interviewed during the process of writing CPCA's *'Bus Service Improvement Plan'* commented positively on Intalink. We would recommend that CPCA gives serious consideration to adopting an *'Enhanced Partnership'* on the lines of Intalink.

c) The Bus Strategy seems to minimise the vast gap in provision and quality (regarding both the Bus Service level and the level of User Information) between the Network outlined in the *'Vision for Bus'* and the Network that is provided now by CPCA and the bus operators. Whilst a gap is acknowledged in *'Setting the Scene'* (page 4), this omits a reference to the massive Stagecoach bus cuts at the end of October 2022, which both in themselves and in the response of the CPCA to them, revealed gaps in both the Partnership and User Information elements of CPCA's existing Bus co-ordination activities. Omission of a reference to this reduces the Strategy's credibility.

d) We recommend that the Bus Strategy includes CPCA undertaking a programme of innovative bus service design in response to the continuing effect of the Stagecoach bus service cuts of last October, and that the Bus Strategy explicitly involves area and corridor traveller Groups in this programme. Bottisham Parish Council is a member of one such traveller group: the A TO B1102

20-02-2023

## **Appendix A: Cambridgeshire and Peterborough Combined Authority draft Bus Strategy consultation 2023 – response by Cambridge City Council and South Cambridgeshire District Council**

Cambridge City Council and South Cambridgeshire District Council strongly support the vision, aims, outcomes and attributes included in the draft Bus Strategy, and the ambition to more than double bus patronage by 2030.

On a particular point, we strongly welcome the aim of delighting customers to transform image of bus travel, and note the importance of ongoing bus maintenance to support this. Furthermore, it is important that the use of buses be championed with support provided to encourage those not used to using the bus to do so, including those who may not be confident about that, e.g., some older people. As part of this it is important to consider the evolution of the interior space of the buses to provide greater capacity for pushchairs, mobility aids etc.

We also particularly support Principle 4 'Integration' on page 12 which recognises the need for greater integration of bus services in areas like Greater Cambridge especially between bus and train & P&R and rural services (both in terms of services and ticketing), and the principle of on demand/demand responsive services in lower-density areas which should be further evaluated (e.g. the potential expansion of the 'TING' service launched in rural West Huntingdonshire to other communities across Cambridgeshire). There are also 'dial-a-ride' services within Cambridge which could be extended within and beyond Cambridge and be made more efficient through economies of scale. Rural travel hubs such as Whittlesford are also key to this connectivity. Furthermore, where dedicated staff buses are provided by the various campuses eg Granta and Wellcome, consideration should be given as to how best to integrate these services with other rural services for the benefit of employees and local people. Also, the GCP plans for hourly bus services in villages where they do not exist will be key benefits for our communities and the bus strategy should be mindful of this.



We would like to highlight the importance of translating these aims into delivery, including but not limited to the following points:

- As highlighted in the Greater Cambridge Partnership Making Connections consultation, the bus fleet will need to increase very substantively to support the vision and aims.
- As highlighted in our response to the draft Local Transport and Connectivity Plan in 2022:
  - we note the importance of significantly increasing bus depot provision in the Greater Cambridge area to support the proposed increases in bus services. The location of new depots and their potential impacts will require thorough consideration, which will require early engagement with the Local Planning Authorities.
  - We also strongly suggest that to support the shift towards electric vehicles, the Combined Authority commits to working with government and relevant partners to accelerate delivery of new grid capacity to underpin decarbonisation of both private and public transport across the area.

We would recommend that exploration of bus franchising should draw on any lessons learned from others' transport franchising experiences, such as the UK government's rail franchising activities in recent decades.



## **CAPCA - Bus Strategy** **February 2023** **Response from Stagecoach East**

Stagecoach East welcomes this consultation.

COVID has had a significant impact on people's travel patterns, with key businesses hybrid working and changes to people's travel times and locations. It is therefore vital that there is an effective bus strategy in the CPCA area that benefits and meets the communities transport needs, whilst acknowledging the challenges of congestion and climate change. This process needs to be a continuous one to ensure that the bus network is an organic one, which develops and evolves as passengers needs evolve.

We welcomed the Combined Authorities Bus Strategy issued in November 2022 and the proposals to tackle the current challenges of the network with ever increasing bus journey times, poor punctuality, congestion, and improved bus infrastructure and co-ordination of the current network.

The bus sector has been significantly impacted by the change in travel patterns we have seen through the pandemic. The different regions of the area are recovering very differently, with Cambridge routes at 97% of pre pandemic passenger's usage, compared with the Busway at 74% and the Peterborough network at 76%.

All bus operators have been very grateful of the support that Government and local authorities have provided that has helped operators through the pandemic.

Whilst that funding has been vital, we had to take some difficult decision in October to reduce the services we operate, as those services were just unsustainable to operate. However, we did enhance 12 bus routes in the region, and we have seen early growth on these routes which gives us confidence that there is a future for bus services in the region.

The rural services have always been the most challenging, low population densities has always made practical and affordable public transport to provide in these areas and at the recent Rural Connectivity Summit by the Campaign for Better Transport, it opened up the debate on how rural transport could look,

by integrating the travel patterns of specialist transport providers such as the NHS, education and other social services. Perhaps this could be one of the areas the Combined Authority could lead on, which could see a sustainable way of delivering connectivity for our rural communities.

Given the current challenges all operators face, certainty of future bus funding is key so operators can plan, manage, recruit and support the aspirations of this strategy. Without such certainty, we will be stuck in a circle of decline and not be in a position to meet the challenges of regional economic growth, as well as the Mayor's commitment to reduce car miles in the region by 15% by 2030.

Research regularly shows that every pound invested in buses and other public transport pays back many times over in terms of economic, social, health and environmental benefits. It is therefore pleasing to note the strategy recognises that significant capital and revenue funding sources will need to be identified from various sources to realise the CAPCA ambition.

We understand the pressure on public finances, but we believe that funding invested in giving bus services a stable base to grow from would be money very well spent and deliver wider social and economic benefits in the local communities across our region.

As a responsible operator, we recognise our performance on the network is key to giving value for money to customers and taxpayers. It is only right that this bus strategy places high expectations on service provision from local bus operators, and we are committed to supporting any ambitious plans that include improved transparency in a performance regime that helps address the specific challenges of delivering a high-quality bus network in the region.

We support the aims of the bus strategy, and are pleased to see the CAPCA putting customers at the heart of the strategy, by focusing on a network that is convenient, attractive and easy to use. We are keen to work with the CPCA to explore all options to deliver these aims, and welcome further discussions on how these can be achieved.

The Bus Service Improvement Plan (BSIP) will be critical in developing the delivery model for any bus strategy, we welcome the close engagement of the CAPCA bus team in asking local bus operators to engage in developing this plan. We recognise the challenge of delivering improvements to the network and are committed to sharing the joint responsibility of putting together ambitious plans, that have clarity with clear roles and responsibilities for each partner.

We support the bus strategy proposal, but after reading the document our key asks are:-

1. We strongly request the use of our punctuality data to "cross check" any proposed bus routes/network. Our punctuality data shows these are significant hot spots for congestion. We will happily share the data we have to demonstrate the impact of congestion on these routes. We believe we can help the CAPCA get the biggest bang for their buck when prioritising capital spend on bus priority measures.
2. Where there is a proposal to enhance an existing bus route, we strongly request the use of our passenger data to make further cross checks.
3. We would ask that when finalising the outcomes of the bus strategy, that significant thought is put in place to ensure there is sufficient CAPCA resource to manage the aims and objectives of the strategy. We are concerned that such an ambitious strategy will require a significant team of management and support roles, these roles will need specialised skills and knowledge, which are sometimes very difficult to find as they are only now generally found within the bus companies. We would be pleased to provide help and assistance through our teams if called upon.

4. We would welcome the opportunity to discuss rural services and how these can be sustainable provided by using the learnings and suggestions from the recent Rural Connectivity Summit and the One Transport Need, One Transport Solution proposal.
5. We would ask that the proposal includes a much more joined up approach on the impact of roadworks and new active travel plans (such as cycle lanes). The current system just does not work, where bus operators are not consulted on LA plans, which result in significant impact on journey times for customers, which results in buses not being seen as a viable alternative to other modes of travel.
6. We would welcome the opportunity of sharing our recent report “Every journey makes a difference” and how we can support people to switch how they travel, and how local policy making can make a big shift in how these people make journeys.
7. We would also like to share with you our “roadmap to zero” the transition to 100% zero emission buses and the journey to get there. We recognise the challenges of improving air quality for our communities and this document will demonstrate our ideas and commitments in supporting the CAPCA meet their key goal in the bus strategy of protecting and enhancing the environment.

Stagecoach are keen to play our part with the CAPCA in the key goals of high-quality service delivery, affordable fares and public policies designed to encourage and promote bus use.

As a demonstration of our commitment, we introduced fare simplification from 4<sup>th</sup> January 22, which resulted in 92% of our customers either being better off or no worse off. We now offer unlimited travel In Cambridge from £2.25 a day, with 30% discount for of all Youth fares (U19 and students with a valid photo ID) and group travel for up to 5 people of any passenger type from £2.10 per person. We have a committed investment of £7.5million in 30 new Zero-emission buses for the Park and Ride fleet (due in service April 2023) and our tech teams are working on an introduction of Tap On Tap Off and fare capping capability.

All these initiatives are designed to make bus travel affordable and sustainable, but we recognise that public policies designed to encourage and promote bus use also play their part, that is why we welcome CAPCA bus strategy for Cambridgeshire and Peterborough and look forward to working with the CAPCA to develop the proposal further.



Darren Roe  
Managing Director  
Stagecoach East  
February 2023

RN/CPCA

**Cambridgeshire and Peterborough Combined  
Authority  
Bus Strategy**

20/02/2023

**Representations made by Cambridge Biomedical Campus (CBC) to the Cambridgeshire and Peterborough  
Combined Authority (CPCA) Bus Strategy**

Dear Sir,

Cambridge Biomedical Campus (CBC), welcomes the opportunity to comment upon the proposed new bus strategy, put forward by the CPCA, and write with the following response.

**About the Cambridge Biomedical Campus**

The Cambridge Biomedical Campus (CBC) is located at the heart of the UK's and Europe's leading life sciences cluster, located in the city of Cambridge. The CBC is a vibrant, international healthcare community and a global leader in medical science, research, education and patient care.

The site has grown considerably in recent years and the organisations on the site reflect the strength of healthcare and life sciences in Cambridge:

- Healthcare and the NHS: Cambridge University Hospital NHS Foundation Trust, Royal Papworth Hospital NHS Foundation Trust and Cambridgeshire and Peterborough NHS Foundation Trust
- Education: The Deakin Centre and Cambridge Academy for Science and Technology
- University & Research Institutes: University of Cambridge School of Clinical Medicine – housed in multiple buildings across the CBC and comprising twelve Academic Departments, four Research Institutes and five Medical Research Council (MRC) units, The Medical Research Council Laboratory of Molecular Biology (MRC LMB), Cancer Research UK Cambridge Institute, Heart and Lung Research Institute and Addenbrooke's Centre for Clinical Investigation
- Industry & Expansion: AstraZeneca Strategic R&D Centre, GlaxoSmithKline's (GSK) Experimental Medicine and Clinical Pharmacology Unit, Abcam PLC Headquarters and ideaSpace – a co-working community of start-ups

As the largest employment site in Cambridge – the CBC is focused on ensuring patients benefit from the campus' world-leading research. The international nature of the collaborations cut across traditional boundaries to allow us to work together on care, research and training. Our success is based on everyone's willingness to unite to exert a powerful global influence as the campus attracts world class companies, investment and talent to Cambridge with the aim of improving healthcare and knowledge.

## Why this consultation is important to the Cambridge Biomedical Campus

With world-leading academic and industry scientists on the same site as the teaching hospitals of the University of Cambridge, the campus is the optimum environment for the rapid and effective translation of research into routine clinical practice.

With the cost of healthcare set to increase as the demand from an aging population soars, we are set to develop the treatments of the future also creating the next generation of UK life sciences companies. We have the foundations in place to generate the ideas, products and revenue to deliver the future success of the UK's flourishing life sciences industry.

The campus will therefore continue to grow, creating jobs and bringing investment to Cambridge but we do this in collaboration with the city and its residents. Our achievements and success reflect the endeavour, persistence and brilliance of the people who live and work here.

As of today, there are 21,000 researchers, industry and clinicians all working on the site. In 2021, it was estimated there would be 26,000 people working on the Campus (prior to Covid-19) and up to 30,000 beyond 2031. Investment in the campus over the past three years totals more than £750m. The CBC is the biggest employment site in Cambridge, with further space to grow.

Sustainable access to CBC is a key factor alongside affordable housing to ensure the campus can attract and retain the best staff. With the further anticipated growth in and around Cambridge as well as the predicted growth on the campus itself, improved public transport, walking and cycling will become even more pressing. The draft strategy is encouraging, and welcomed. Improving connectivity and is vitally important for the campus as the cost of living continues to increase, and as we attract staff from further afield.

### Our Understanding of the Bus Strategy:

We understand that the purpose of the Bus Strategy is not to examine detailed, granular issues around specific routes and services but more to outline the key, strategic aims, objectives, and aspirations of the Combined Authority. This will then enable further funding and shape the network to meet the needs of the people in the region.

The Bus Strategy has been developed to help facilitate many of the objectives of the emerging Local Transport and Connectivity Plan (LTCP) for which the CBC has previously made representations. The LTCP is the Combined Authority's long-term strategy to improve transport in Cambridge and Peterborough.

In addition to the LTCP, the Bus Strategy has also been prepared to reflect the ambition of the 'Bus Back Better: The National Bus Strategy' which outlined the Government's high-level objectives for bus services outside of London. Crucially, the key aims are to increase the volume of journeys that use a bus as a main form of transportation, returning to the level seen pre-COVID as a first priority, later exceeding it through providing more reliable and wider reaching services.

The CPCA Bus Strategy presents a vision which is: *The vision is for a comprehensive network of bus services across Cambridgeshire and Peterborough that people find convenient, easy to use, reliable and good value for money that is inclusive and offers a viable alternative to the car.*

The Strategy acknowledges that to deliver the Vision will 'rely on the delivery of a programme of evidence-based interventions across the Cambridgeshire and Peterborough geography. Bold decisions will be needed, backed by a steady, consistent, and determined approach to delivering a better bus network for all. Significant capital and revenue funding sources will need to be identified from various sources to realise our ambition.'

The Aims of the Strategy are based around three core attributes – these being: **Convenient, Attractive, Easy.**

The Delivery of the Strategy is then based around 4 main principles, with these being:

1. Achieving a continuous cycle of passenger growth and service improvement.
2. Using the best operational model of provision to achieve the necessary step change in the most effective way.
3. Partnership.
4. Integration.

The Strategy itself is based around the following strategy elements:

- An integrated, coherent network linking people to the places they want to get to.
- Bus services for rural areas.

- Getting to places quickly and on time.
- Value for money and simple, integrated ticketing.
- Information and getting the message out.
- Delighting customers.
- Buses that people want to get on.

### CBC Response:

The CBC, face challenges regarding staff retention with a contributing factor being the unaffordability of either buying or renting housing. This is particularly true in the city of Cambridge where house prices, as a ratio to average earnings, are some of the most challenging in the UK.

Large numbers of staff face being priced out of living in or close to the city and therefore have increased dependency on modes of transport that allow longer distance travel. The environmental, health and wellbeing, and social consequences of private car travel are well understood by the CBC. This therefore means that the CBC has a vested interest in access to improved bus services across the region that provide staff with a cost effective and reliable method of transport for commuting purposes.

The current bus model, for our purposes, is 'broken'. Through our regular internal transport and travel engagement processes, the following (summarised) issues have been identified by our staff:

- **Traffic Congestion** results in delays to buses. This is heightened during winter months when less people are walking and cycling. Extensive roadworks, queuing for car parks, and recent changes to the highway have added to the levels of congestion.
- A general lack of **reliability and frequency** of regular services. Currently, buses do not offer a method of travel that can be relied upon for regular commuting particularly in rural areas.
- **Crowding** is also an issue that affects the reliability of bus services. Being unable to board at all are a deterrence to using buses.
- Boarding times resulting from **ticketing issues** causing delays and effecting reliability.
- **Customer information** is limited. The existing 'real time information' electronic displays are notoriously inaccurate and unreliable.

Given this context, **the CBC strongly agrees with the CPCA's Bus Strategy 'Vision'**.

We also **agree with the Aims** of the Strategy which are categorised as Convenient, Attractive and Easy. We would like to see some further emphasis on interchange, affordability, and reliability although all aspects are touched upon in the supporting text.

Delivering the Bus Strategy focuses on four principles: a continuous cycle of passenger growth and service improvement, using the best operational model of provision, partnership, and integration. **The CBC strongly agrees** with these 'delivery' aspects of the Strategy although there is substantial further detail that will need to be established in due course.

The continuous cycle of passenger growth and investment is essential for the long-term sustainability of buses in the region. Whilst badged as part of the Delivery Plan, this is also an output and a metric of success for all other elements of the Strategy.

The most effective operational model may result in the franchising of the network. Whilst this may be the most appropriate model, the CBC is less concerned with operational model itself but does support that it could deliver *'greater network stability and local authority control over the design and delivery of an improved network of services with a sense of a single, integrated system and identity.'* If franchising is determined as being the best way of achieving these outcomes, then we support its continued exploration.

The CBC supports partnership working. We have always sought to be collaborative and supportive in a sometimes-challenging transport environment and we will continue work in this manner. We would request that the CBC, as an umbrella organisation for the campus, is part of the Bus Operator Forum referenced in this part of the Strategy. We already work closely with the Greater Cambridge Partnership (GCP) and their timely investments are critical for the ongoing management of the CBC travel demands.

We understand that the objectives of the Bus Strategy and any future proposed changes to bus network and services are complementary to the GCP's proposals and we urge that partnership working with the GCP is undertaken.

Integration of public bus services with specialist types of transport is extremely important for both our staff and visitors. Community transport services and the existing hospital hopper bus service would benefit from an integrated and co-ordinated approach to service planning.

In terms of the specific Strategies, we make the following comments:

**‘An integrated, coherent network linking people to the places they want to get to’:**

The foundation of the Strategy is the transformation of the bus network to offer more buses to more places and will offer levels of service that have never existed before in the region:

- Services radiating out in all directions from Cambridge and Peterborough to market towns and villages. Some of these will offer more direct routes with fewer stops, making journeys faster.
- City services within Cambridge and Peterborough, including orbital routes offering direct links to peripheral employment and education sites.
- Services connecting market towns.
- Other local services in rural areas, including flexible services that run on demand with app booking, and community-based transport using minibuses and volunteer cars.

Different types of services will run, with all services operating at least once an hour. The most frequent will run every 6 minutes. All services will run from early morning through to the evening and on 7 days per week. The intention is to create a network that offers a real alternative to the car.

In areas of diverse and limited demand, demand responsive services (DRT) will offer the flexibility to make journeys.

The bus network will be integrated with local walk and cycle networks, and cycle parking provided at key bus stops and interchanges.

**The CBC strongly agrees with this element of the Strategy.**

CBC staff across all partners, work shifts that can finish at night or the early hours of the morning (this is true for both research and healthcare providers). As access for private vehicles becomes more limited and less financially viable, there has to be an effective, cost-efficient alternative for those staff working shifts. The provision of services into the evening for 7-days a week will benefit our staff and increase the attractiveness of using the bus and working at the hospital. We therefore we welcome these proposed additional services hours.

We support the proposals to increase network coverage in villages and rural areas. Currently staff located in these areas have little genuine choice in how they travel to work and thus increasing bus services in these areas will benefit many of our staff.

We would also stress that with the delivery of Cambridge South Station, bus services that provide interchange with the rail corridor, will be hugely valuable for staff across the CBC. There are a number of villages or market towns that will have a direct link by train to the hospital campus – bus-based connections to these stations must form part of the ‘integrated and coherent network’.

We are pleased that ‘orbital connectivity’ is referenced. Much of Cambridge’s growth is on its fringes and the ability to travel through the city is increasingly challenging. Therefore, orbital connections that serve CBC and other major growth areas are supported. Additionally we would stress that ‘through services’ are part of the solution for Cambridge. Many services terminate in central Cambridge and require a change for onward connectivity to CBC which disincentivises bus based access for many staff and visitors.

**Bus services for rural areas.**

Consistent with our earlier response on delivering an ‘integrated and coherent network’, **the CBC strongly agrees** with proposals for improved bus services for rural areas. We support the exploration of Demand Responsive Transport (DRT) but request that over reliance on such emerging service models is not at the expensive of fixed route services where these can be made viable.

**Getting to places quickly and on time.**

This is an essential part of any transport network. However, the ability to deliver against this test is difficult in congested urban environments. Physical infrastructure has a role to play, and the continued high frequency use of the busway is very much supported. Traffic restraint as a principle is also supported but the means of doing so requires careful consideration and must be equitable. We therefore **strongly agree** with this strategy element but only offer conditional support to traffic restraint measures which require specific further assessment.

**Value for money and simple, integrated ticketing.**

Cost and ticketing can be a barrier to using the bus. We therefore **strongly agree** proposals to make ticketing more affordable, simpler and more integrated across services and modes of transport.



### **Information and getting the message out.**

Clear concise information on routes and services is important. In a digital age, information can be provided readily as long as the applications and websites are clear, accurate and available. We would be hopeful that in time, the merits of bus network improvements are such that marketing is less important and that a well-planned network is intuitive for customers. **The CBC therefore agrees** with this aspect of the strategy.

### **Delighting customers.**

Safe buses and design features that encourage continued comfortable use of customers is clearly an important part of the future success of bus-based transport. **The CBC therefore agrees** with this aspect of the strategy.

### **Buses that people want to get on.**

As with 'Delighting Customers', a modern fleet of buses that changes perceptions around bus travel will be beneficial to attracting customers and creating the circular funding environment sought. Proposals which decrease the environmental impact of transport, assisting the transport network in its transition to net zero objectives are supported by the CBC.

Early commitment to a minimum bus specification would be welcomed. This should cover safety, accessibility, and emissions but, importantly from a perception perspective, could also provide an illustration of the quality of bus that could be expected. **The CBC therefore agrees** with this aspect of the strategy.

### **Summary:**

In principle, the CBC is supportive of many of the aspects of the Bus Strategy and recognises the positive outcomes that could be delivered within the Greater Cambridge area. In an area that understands the environmental challenges that must be addressed we are pleased that far reaching proposals are being consulted upon. There is clear synergy between the objectives of the CBC and the CPCA and we are confident that ongoing collaboration and knowledge sharing can help bring about optimal outcomes for all parties.

We are therefore keen to continue to contribute positively to the further evolution of more detailed proposals and hope that we can be offered the opportunity to discuss the unique challenges faced by the CBC as part the next round of consultations.

Yours faithfully



Carin Charlton

**Director of Capital, Estates and Facilities Management – On Behalf of Cambridge Biomedical Campus**

Tuesday 21<sup>st</sup> January 2023

Transport Department  
Cambridge and Peterborough Combined Authority  
2<sup>nd</sup> Floor  
Pathfinder House  
St Mary's Street  
Huntingdon  
Cambridgeshire  
PE29 3TN

Dear Sirs,

**RE: Consultation in respect of Cambridgeshire and Peterborough's Bus Strategy**

I am writing to express my strong support for Cambridgeshire and Peterborough Combined Authority's Bus Strategy, as outlined in the document entitled Bus Strategy November 2022. This comprehensive plan is a well-researched and well-planned effort to improve the quality of bus services in the region and address many of the concerns and issues that have been raised by residents, stakeholders, and public transport users in the area.

I am particularly impressed with the focus on sustainability and the environment, with plans to transition to a zero-emission bus fleet by 2030. This is an essential step towards reducing the region's carbon footprint and improving air quality, and it demonstrates a commitment to sustainable transport solutions. The incorporation of technology and innovation in the strategy is also commendable, particularly with the emphasis on integrating bus services with new technologies such as contactless payment systems, real-time passenger information, and smart ticketing.

As an SME bus operator, I would highlight the fact that smaller operators, especially when operating in rural areas, will need financial support to transition to zero-emission fleets, and that such a transition will likely increase overall bus operating costs, necessitating further revenue support from CPCA. This does not mean that it is not good to aim for zero-emission fleets, but due consideration should be given to the funding implications to ensure that bus service provision does not diminish as a result of new requirements that preclude the use of diesel vehicles. I would also urge CPCA to work with Cambridgeshire County Council to improve the quality of vehicles used on home to school transport services, as many of these are very old and thus exceptionally

VECTARE /  
Advanced Technology  
Innovation Centre,  
Loughborough University,  
Loughborough,  
LE11 3QF

T / 0115 777 3035  
E / [info@vectare.co.uk](mailto:info@vectare.co.uk)  
[vectare.co.uk](http://vectare.co.uk)

polluting.

I am particularly pleased to see that the strategy aims to improve accessibility for disabled and elderly passengers. By providing step-free access and audio-visual information, the strategy ensures that everyone can access and benefit from public transport. Access to public transport information should not differ depending on whether you live in an urban or rural area, so standards for onboard information provision should be consistent across the entirety of Cambridgeshire and Peterborough. I would like to see a stated commitment to enforcing these standards across all operators to avoid a scenario where smaller operators deliver a lower standard of service and this goes unchallenged. If such a scenario was allowed to occur, this undermines the Strategy's aim of consistent, high quality bus services across the entire region.


Very commendably, the plan recognizes the importance of partnerships and engagement with stakeholders and the community, as the strategy has been developed through extensive consultation with residents, businesses, and public transport operators. This ensures that the bus service will be tailored to the needs of the community, reflecting their views and preferences, which is essential for any successful public transport system.

Overall, I believe that the Bus Strategy outlined in the document is a fantastic initiative that will significantly improve bus services in the region and support a more sustainable and accessible transport system. I strongly support this strategy and encourage the Cambridge and Peterborough Combined Authority to implement it fully.

Thank you for your efforts in creating this Bus Strategy and for your commitment to improving public transport in the region.

Yours sincerely,

**Peter Nathanail**



Commercial and Operations Director  
Vectare

Zaneta Adamczyk  
The Cambridgeshire & Peterborough Combined Authority  
2<sup>nd</sup> floor, Pathfinder House  
St Mary's Street  
Huntingdon  
Cambs  
PE29 3TN

***Bus Strategy for the Cambridgeshire and Peterborough Combined Authority***

Dear Zaneta,

Bruntwood SciTech is pleased to respond to the current consultation on the Combined Authority's Draft Bus Strategy. We are the UK's leading provider of Innovation Districts and Science Parks, operating across the UK with plans to strengthen our presence further in the Cambridge city region. We are long term investors, developers and operators with an overriding commitment to create thriving cities and city regions by providing infrastructure and support to science and tech businesses. We are a 50/50 joint venture between Legal & General Capital and Bruntwood, who are a regional commercial property company with £1.5bn assets, 3,000 business occupiers within its portfolio and employing more than 1,000 colleagues.

We acquired Melbourn Science Park from TTP in April 2021 and have a major investment plan to improve the facilities and create new employment within the area.

We welcome the decision of the Combined Authority to produce the bus strategy and to encourage a local conversation about the role that buses need to play as part of the transport mix in the city region. We agree with the sentiments expressed in the strategy about the key role that buses will need to play, both locally and nationally, as we transition to a zero carbon future.

We see the climate emergency as the biggest single long term challenge that we face. Bruntwood was the UK's first commercial property company to join the Net Zero Carbon Buildings Commitment, demonstrating its commitment to a more sustainable built environment

with an objective to achieve net zero operational carbon by 2030. The transport sector is the biggest single contributor to UK CO2 emissions and urgent action is required. Ensuring good quality alternatives to the private car will be fundamental to the task of reducing these emissions as well as improving local air quality.

As a business with a growing presence in Cambridgeshire and experience of operating in seven city regions in the UK, we recognise good transport links as being an essential prerequisite for economic and social prosperity. We work in partnership with various other local authorities including Greater Manchester to provide private sector input towards the development of their transport strategies.

For our plans at Melbourn to be successful we must ensure that the facility is well connected so that businesses can attract and retain talent from a broad catchment that includes Cambridge, the surrounding villages, Royston and London. This requires having good cycle and pedestrian links alongside a public transport network which offers an attractive alternative to the car for those who have a choice, and an essential level of connection for those who don't have access to a car.

We fully support the aims and objectives of the draft strategy, in terms of the importance of providing good links within the city of Cambridge, links to the towns and villages that surround it and connections between those places. It is also recognised that with current constraints on public expenditure that a degree of prioritisation is necessary in deciding what services to support and at what frequencies.

### Melbourn Science Park

We currently have around 750 employees across the different businesses on the park which include TTP and AstraZeneca. Through our development plans, this could double in the next 5-10 years.

As part of an exercise to establish current attitudes to travel choices among employees at the Melbourn Science Park a questionnaire survey was distributed, attracting responses from 114 employees on the site. The survey asked where employees travelled from, how they currently travelled, what might encourage them to use public transport and whether, if a subsidised bus service was provided to the site, they would make use of it.

**On the basis of the survey responses, while most employees are currently wedded to using their cars due to the convenience they provide, just under half would be prepared to use a bus if the service met their needs:**

- Just under a quarter travel by non-car modes, with only around 2% travelling by bus
- 46% said they would use a subsidised bus connection, either all the time or occasionally. (20% all the time and 26% occasionally).
- Of those, two thirds would use a connection from Cambridge while the other third would use a link from Royston.

We do not claim that this survey is fully representative but it does provide a useful insight into the challenges of encouraging users in a non-urban environment to switch their travel mode. For this to be considered would require the alternative bus service to be reliable, convenient and affordable. While the new 2 hourly Service 26 between Cambridge and Royston via Melbourn introduced last year is an improvement following the cancellation of Stagecoach's service that left the village without any bus service, **it is not frequent enough for those to use to travel to work.**

While we understand that this strategy is not concerned with individual routes and specific locations, from our perspective as a business seeking to limit car use to our site in Melbourn, we would see the following as being important components of a future bus service:

- Two services an hour and preferably three at peak times between Cambridge and Royston, via Trumpington Park and Ride and Melbourn.
- Improved connections between Melbourn Science Park and Meldreth Station
- Investigate the feasibility of demand responsive services from smaller villages surrounding Melbourn.

We would also add that from our experience of bus operation in other city regions, we do not see the current deregulated system in Cambridgeshire as being fit for purpose. There have been over thirty years to prove it is capable of rising to the challenge of delivering an integrated service and we would argue it has failed to do so. We believe that although it will have challenges a Franchising Scheme would bring buses together with other modes under overall

coordinated control and we see this way forward as the best opportunity to try to arrest the long time decline in bus use.

As a business that is committed to working in partnership with local authorities and local communities, we would be keen to explore how we can work collaboratively to improve the current public transport offer in Melbourn for the benefit of the wider community. We therefore hope that the Draft Bus Strategy and this response to it is the beginning of a conversation with local partners on this important issue, rather than a one off exercise.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Jamie Clyde', with a long horizontal stroke extending to the right.

**Jamie Clyde**

*Director of the Southern Region and Innovation Services*

jamie.clyde@bruntwood.co.uk

## **East Cambridgeshire District Council's Response to the Cambridgeshire and Peterborough Combined Authority's Draft Bus Strategy Consultation**

East Cambridgeshire District Council supports the draft Bus Strategy vision, and the aims and principles presented. They reflect those within the Councils 'New Bus Service Proposals for East Cambridgeshire' prospectus.

The Council particularly supports the aim to provide bus services that offer a viable alternative to the car and the references to rural bus services within the document. The current bus service offer for East Cambridgeshire is very limited and the services that do operate do not meet the three aims referred to in the draft Bus Strategy document; convenient, attractive and easy. They are not convenient or attractive due to lack of frequency, long journey times and do not provide a viable alternative to the private car. Some communities have no bus service at all. New services will be needed to better connect people to education, jobs, and facilities. Poor or no bus provision limits the college and career choices of rural students and residents, for whom it's a matter of where they can get to rather than their skills or interests.

The document refers to 'London-style network' and a 'world class bus network' – what does the Combined Authority mean by this and how will this be delivered in East Cambridgeshire?

Page 12 of the document states "Different types of services will run at frequencies shown in the table below, with all services operating at least once an hour". An hourly service is not frequent enough to encourage modal shift, particularly in rural areas. It is also unlikely that people will make their whole journey by bus from areas with an hourly service, rather than having to drive to a Park & Ride site and change.

Following a public consultation in 2020, the Council produced a 'New Bus Service Proposals for East Cambridgeshire' Prospectus. Our proposed bus service improvements are a combination of newly scheduled services, improvements to existing services and demand responsive transport services (DRT), to be supported by a comprehensive and ongoing marketing campaign. These will deliver improved connectivity to transport interchanges and corridors e.g. railway stations and the Busway, improve links to employment areas, local shops and services and support better connected communities.

The Council welcomes the recognition within the draft Bus Strategy that it is not only bus services that need improvement, but also development of smart and/ or multi operator ticketing schemes and the enhancement of bus infrastructure, stops and stations for example. Provision should also be made to accommodate bicycles on buses.

In order for bus services to be successful, people need to know they exist and accurate, real time information about the vehicle location and arrival time needs to be provided. A targeted marketing and information campaign will be required. This should include formal and informal and traditional and online methods of communication, which are consistent, clearly branded and be ongoing. This will create trust in the



services and encourage people to use them and become committed to supporting them.

In October 2019, East Cambridgeshire District Council declared a climate emergency. Our vision for 2040 is to deliver net zero carbon emissions for the Council's operations and, in partnership with all stakeholders, for East Cambridgeshire as a whole, with clear and demonstrable progress towards that target year on year. At the same time, we will support our communities and East Cambridgeshire's biodiversity and environmental assets to adapt and flourish as our climate changes. Whilst a target to reduce car miles in our region by 2030 has been agreed, the Council awaits further information from the CPCA on the application of the 15% reduction in mileage across the CPCA area at a local level.

The Council supports the four main principles of delivering the Bus Strategy. The CPCA should introduce franchising (or an alternative arrangement which delivers the outcomes of franchising) and this work should be started and completed as quickly as possible, especially if the 2023 public consultation commitment in the document is to be met. The Council is fully committed to supporting this work.

At its Full Council meeting in April 2022 East Cambridgeshire District Council agreed a motion opposing congestion charging in Greater Cambridge.

With regard to the strategies within the draft Bus Strategy Document, bus services for rural areas is the Council's top priority, followed by an integrated coherent network linking people to the places they want to get to. The description of what a comprehensive network will comprise on page 12 should also include connecting villages to market towns and connecting villages to railway stations.

The 'Value for money and simple, integrated ticketing strategy' should be expanded to include integrated ticketing between bus and rail services.

The Council was disappointed that the review of the current network of subsidised bus services which was due to take place in March 2023 has been delayed until the autumn and considers this work to be vitally important to ensure the best use of public funds is being made to deliver the best possible network. The Council urges the Combined Authority to begin this work now to ensure good decision making in the autumn.

The Council appreciates that this a high-level strategy document and that details regarding the bus services that will comprise the comprehensive network referred to in the document and how it will be funded will follow. The Council wishes to work with the Combined Authority as it progresses its review of bus services to deliver a package of bus service improvements to meet the needs of East Cambridgeshire residents.

## **Cambridgeshire & Peterborough Bus Strategy consultation response**

Cambridgeshire Sustainable Travel Alliance was founded in October 2022 by three organisations – Cambridge Living Streets, Camcycle and Cambridge Area Bus Users – which campaign for better walking, cycling and public transport respectively. We aim to unite and inspire people in Cambridgeshire working for a transport network that protects our future and offers genuine choice. Our vision is of a thriving region of opportunity and inclusion where people can get to where they want to be safely, easily and affordably. We believe that places should be designed around people, and streets organised in line with the hierarchy of road users.

Our response to the bus strategy consultation questions are as follows:

### **5. How much do you agree with the Vision of the Bus Strategy? Vision See page 9 of the [bus strategy document here](#).**

**Our response:** AGREE

**Our reasoning:**

We cannot recommend a ‘Strongly Agree’ response as the vision does not encompass everything we would expect to see in a comprehensive bus strategy.

**CSTA comments:**

This strategy should be more ambitious.

Doubling bus passengers by 2030 sounds unambitious given the recent cuts, the impacts of the pandemic and the reduction of car miles required by that date (15%).

In order for this vision to be achievable the Cambridgeshire and Peterborough Combined Authority will need to bring buses back under public control. This should be explicitly explained in the vision.

*“Transitioning to new, low emission vehicles, providing all the benefits of modern bus travel”* sounds weak compared to the strategies in other cities. For comparison, the vision for the West Midlands says: *“A world-class integrated, reliable, zero emission transport system providing inclusive travel for all”*. Cambridgeshire’s bus strategy should be at least as good as other places.

The strategy also fails to adequately integrate with other local travel strategies.

This vision should include everything listed as well as:

- There must be safe, speedy and accessible pedestrian movement between bus stops and between buses and other transport modes e.g. trains. All stops should

be connected to a footway, suitable for use by passengers using wheelchairs or other mobility aids;

- All stops should display real-time timetable and key fare information and a location-named bus stop flag with the phrase 'Towards [key destination(s)]'.
- Wherever possible a shelter, with seating and lighting should be provided.
- Key edge-of-town and edge-of-village locations should be developed as 'travel hubs' with secure cycle-parking and interchange facilities with demand-responsive transport.
- Reliable bus services that users can trust are required.
- Buses must be fully accessible for all kinds of disabilities and be able to accommodate multiple wheelchairs.

In addition, the aspiration of "Buses are part of a fully integrated and planned transport system" should explicitly mention cycling and walking, including safe routes to bus stops and secure, accessible cycle parking.

**6. How much do you agree with the Aims of the Bus Strategy? See page 10 of the [bus strategy document here](#).**

**Our response:** STRONGLY AGREE

**Our reasoning:**

We strongly agree, however we think these aims are vague and very open to interpretation. There is no clarity about how success will be measured which is vital if service providers are to be held to account.

**CSTA comments:**

**Convenient:**

The document refers to a table about frequency which is not present in the document. Without this included we cannot express support for any frequency. 'Frequent' will inevitably mean different things on different services.

There needs to be a rationale for 'range of tickets'. Having a 'range' should not be prioritised over simple ticketing that can be easily understood by all users.

There must be a clear definition of 'evening'. It is essential that buses are available for hospitality and shift workers. Service hours must be specifically stated.

Rural routes should meet or exceed the aspirations of the Campaign to Protect Rural England's 'Every village, every hour' campaign.

There should be a commitment to 'no stranded passengers' including avoiding overlong journeys owing to delays and missed connections.

The strategy states that "*all areas are well served by bus*". Once again, this is a vague aim that is open to interpretation. a clear definition of "well served" must be provided.

**Attractive:**

The aims the CPCA has stated here are by and large sensible. The CSTA believes the core elements for an attractive bus service are:

- Reliable, times and places
- Staff are customer-focussed
- Buses are of a good and comfortable standard

When these standards are met the CPCA will have the opportunity for authentic marketing of buses as an attractive travel choice.

**Easy:**

The strategy should view the concept of 'easy' from the perspective of a visitor to Cambridgeshire with no prior experience of our bus service. Would a visitor find it easy to find out how to use our buses, where and when our buses travel and how ticketing works?

The point "*Buses run at regular time intervals and with consistent frequencies.*" is crucial - people must be able to rely on the bus departing and arriving on time (with real time information if things go wrong).

The point "*Ability for people to transfer between bus and other travel modes (walk, cycle, e-scooter, car, coach, train)*" should elaborate on what the transfer experience should be like. For example - transfer safely, easily and affordably. It should also elaborate on the impact that ticketing systems will have on transfers. There should be shared ticketing so that new tickets are not required when transferring across operators and transport modes.

This section should also include the aim of simplicity. Passengers should be certain that they have the best/most suitable ticket and route without complex comparison of options.

**7. How much do you agree with the four main principles of delivering the Bus Strategy? See pages 11-12 of the [bus strategy document here](#).**

**Our response:** AGREE

**Our reasoning:**

We agree with the direction of the principles for delivery however once again they are too vague to ensure accountability. It must be clear that successful delivery will require franchising and road space reallocation.

(Franchising – requiring operators to bid to run bus routes – offers the best way of re-regulating buses, gives the Cambridgeshire and Peterborough Combined Authority power to set fares and timetables, and will also permit profitable routes to cross-subsidise routes which cannot cover costs from farebox revenue.)

**CSTA comments:**

**Achieving a continuous cycle of passenger growth and service improvement**

Growth in passenger numbers/journey numbers is essential to maintain the income to sustain the bus service.

The strategy should explicitly state that bus priority measures are about prioritising buses over other motor vehicles so that there is road space for buses to flow. Investing in buses that will be constantly stuck in traffic will be pointless.

Bus prioritisation strategies must be in line with the Road User Hierachy (which prioritises active travel and public transport over private motor cars) and must be considered with

other transport strategies like the Sustainable Travel Zone. Bus priority must not be at the expense of active travel.

**Using the best operational model of provision to achieve the necessary step change in the most effective way**

This principle should be rewritten in language that is meaningful to bus users and free of corporate jargon.

This strategy must be clear about how bus driver recruitment and retention will be improved. There should be more information about better conditions, pay, career progression and flexible working hours for bus drivers.

The operational model must also consider partnership and on this issue the CSTA strongly recommends franchising.

**Partnership**

For bus services to be sustainable and this vision achievable there must be increases in passenger numbers. The strategy must be clear about how it will be delivered: CSTA's view is that franchising will be required.

**Integration**

This principle must elaborate on improvements being made possible by integration with other transport strategies (e.g. Cambridge City Access). Buses can't run at regular time intervals with consistent frequencies unless priority measures allow them to avoid traffic jams.

**8. How would you prioritise our strategies (see page 13 of the [bus strategy document here](#))? Please drag and drop the strategies into your preferred priority order, starting with your top priority first, or number them from 1 to 7 using the dropdown boxes, with number 1 being your top priority.**

**Our answer:**

All of the above strategies are vital in persuading people to switch travel modes and 'trust the bus'. Is it appropriate to rank them when all the aspects are needed to work/balance with each other? All are required for a satisfactory bus experience and growth in bus journeys. However, given the need to rank, this is the order we would suggest:

1. Information and getting the message out
2. Bus services for rural areas
3. Value for money and simple, integrated ticketing
4. An integrated coherent network linking people to the places they want to get to
5. Getting to places quickly and on time
6. Bus services that people want to get on
7. Delighting customers

**CSTA comments:**

1. Bus information (fares, timetables, places served and stop locations) is currently

very poor. This will be a quick, easy and cheap improvement.

2. People unable to drive, or otherwise without a car, in rural areas are cut off from employment, educational, cultural and social opportunities.
3. There is, currently, a confusing range of tickets, mainly valid only on one operator's services, and queries to the driver about 'best value' delay boarding and lengthen journey times. They also discourage bus travel.
4. Operator maps must show other operators' services. There should be clear journey planning information with multi-operator ticketing and recognised interchange points.
5. Getting to places quickly and on time seems dependent upon the points above.
6. 'Bus services that people want to get on' are dependent upon the factors above..
7. 'Delighting customers' is an outcome if all the strategies above are effective.

### 9. Do you [have] any further comments on the Bus Strategy?

#### **CSTA comments:**

The strategy document and the consultation survey are poor quality with missing information and mismatched text between the strategy and survey. The survey fails to be accessible to many people, with the Bus Strategy Document having poor compatibility, in places, with screen-readers used by people with limited vision. The survey is, thereby, at a risk of not considering all user experiences when further developing the Combined Authority's strategy.

There are no references in the Bus Strategy document to 'disabled/disability', 'hearing loss', 'deaf', 'visual disability', 'sight loss', 'blind', 'reduced mobility' or 'mobility aids' nor other cognitive impairments. This suggests that the needs of a huge swathe of potential bus users have been disregarded. Design for all should make the service easy to understand for everyone.

The strategy is disappointing in its lack of vision and of specific aims and strategy for ensuring that bus services are fully accessible to people living with disabilities. There must be a clear strategy about accessibility.

The strategy must be explicit about pursuing bus franchising as the crucial step to improving bus services. (See the Cambridge Area Bus Users explainer: Bus Franchising, Quality Partnerships, and other ways of Improving bus services.)

The strategy must go beyond the bus stop and include access to the bus stop by connecting with wider strategies for pavements, pedestrian networks, cycling infrastructure and cycle parking.

While well-used buses running on fossil fuels are still better than private cars, there must still be a strategy to move to zero emissions which seems to be missing from this document.

Bus Strategy Consultation Team  
Cambridgeshire & Peterborough Combined Authority  
By Email

**Cllr Chris Seaton**  
Portfolio Holder for Social Mobility  
Fenland District Council

Dear Sir/Madam,

### **CPCA Bus Strategy Consultation Response**

Thank you for the opportunity to comment on the above document as part of this consultation. We would like to submit this joint response on behalf of Fenland District Council (FDC) and the Fenland Transport and Access Group (TAG) to represent the interests of residents in Fenland with regards to transport.

#### Fenland Transport and Access Group (TAG)

The TAG has been in existence since the 1990s and brings together local agencies and organisations with similar aims and a specific interest in transport issues, particularly for people without a car. To ensure the basic needs of residents are clearly identified and fully understood, community engagement is an essential part of the TAGs work. By member organisations working together and engaging the local community the TAG is in a strong position to provide insight into local transport needs, to raise awareness of existing travel choices to assist with their ongoing sustainability and to undertake research.

The TAG has been involved in a wide range of projects and strategies. This includes the creation of a number of transport leaflets, the development of the Fenland Cycling, Walking and Mobility Aid Improvement Strategy 2022 and the Fenland Transport Strategy. It has delivered key research and consultation such as Access to Healthcare and bus infrastructure audits.

In 2020 the TAG produced a comprehensive Fenland bus services report detailing extensive consultation feedback from local people and research about bus services and local transport needs which was submitted to the CPCA to support the Bus Review process.

#### Headline Comments Regarding the CPCA Bus Strategy

The main comments that we are making in response to the consultation are as follows:

- The strategy provides limited detail on the actual proposals for bus services in rural areas. Whilst we welcome the strategy principles and suggested flexible approaches, we need further information to fully understand what this will mean for Fenland.
- We note the suggestion around integrated journeys for education, health, and social care. Whilst we are supportive of such approaches in principle, we suggest that the ability to achieve this should not be underestimated. The Fenland TAG and FDC have worked in partnership with the County Council and others previously to try and achieve such an approach. This is not something that can be achieved quickly or easily. It is essential that we see some quick win improvements coming from this strategy to the Fenland bus

network. There are concerns that stated approaches are complex and high risk meaning they may not achieve the overall plan.

- Whilst we appreciate that this is a high-level strategy there needs to be some understanding of where funding will come from to enable its implementation. We would have expected to see information setting out the approach to securing funding and any fall-back position should this be unachievable
- There is some reference within the document to congestion charging. Given the rural nature of Fenland and the access and transport challenges that already exist, the introduction of congestion charges is not something we would support. We are strongly opposed to such an approach in our area.

Attached is a document setting out a more detailed response to a number of the specific questions that were included in your online consultation. We trust these comments are helpful and we look forward to viewing the final strategy following this consultation.

Should you have any questions or wish to discuss this joint FDC and TAG response further please contact Belinda Pedler, Senior Transport Officer by email [bpedler@fenland.gov.uk](mailto:bpedler@fenland.gov.uk) or telephone 01354 622318.

Yours sincerely



Cllr Chris Seaton  
Portfolio Holder for Social Mobility.



## CPCA Bus Strategy Consultation – Detailed Response

### How much do you agree with the Vision of the Bus Strategy?

We strongly support the Vision of the strategy, particularly the commitment to a 'comprehensive' and 'inclusive' network. A key point for us is 'better connecting people to places across all parts of the region'.

As a rural district, our area has a high reliance on car which we would like to see reduced through better bus connectivity, particularly through more regular services at the right times and to places people need to travel. The bus network in Fenland has had a long period of decline and is now failing. We are grateful for the action taken by the CPCA to retender local bus services recently withdrawn by Stagecoach but more work is urgently needed.

### How much do you agree with the Aims of the Bus Strategy?

We support the Aims of the strategy although we would like to see a more ambitious document that seeks to change the current network.

Better bus stop infrastructure is to be welcomed. A lack of this is a long-standing issue across Fenland. Many stops have no markers and residents are unaware that some bus stops even exist which is a fundamental barrier to the use of services. A critical issue that must be addressed to facilitate such infrastructure is the agreement for the ongoing ownership and maintenance of these assets. This tends to be barrier to the introduction of new infrastructure along with the funding to support their implementation, management and maintenance. Clear guidance on bus stop infrastructure should be included within the strategy along with a commitment to audit and improve current provision. FDC and the TAG have helped to deliver bus stop audits in Fenland previously and would be willing to assist with this work again.

Zero emission buses are included in the aims of the strategy. This is assumed to mean Electric Vehicles (EV). We fully support the introduction of these types of vehicles in Fenland. The appropriate infrastructure to support the use of these vehicles is essential along with the funding to fast track such improvements. At the present time the supporting infrastructure needed to operate electric vehicles is not sufficient in Fenland.

We agree that bus services and fares need to be simplified so they are easier to understand. Access to information is already a barrier as we are often told that people don't know what services are available and that information is difficult to find. We strongly support the suggestion that a single website should act as 'one stop shop' for transport information. The CPCA website goes some way to delivering this, however, details of all services operating through Fenland are not currently included. It is essential that such a website is regularly updated.

A key priority for FDC and the TAG is helping to support access to local transport. We would therefore like to offer our support with promoting service information and signposting users. We welcome the opportunity to discuss options for how we could work with you on this and would be happy to arrange a TEAMS meeting at your earliest convenience.

### How much do you agree with the four main principles of delivering the Bus Strategy?

#### *1. "Achieving a continuous cycle of passenger growth and service improvements"*

We approve of the principle of continuous passenger growth and service improvements. The nature of transport provision will always require regular focus and investment to keep up with changing needs. Delivery of this approach would be a significant step change in Fenland given that our bus network has been declining for decades. It is suggested that

sustained and significant ongoing revenue funding will be needed to achieve this in a sparsely populated area such as Fenland.

We support the principle of encouraging more bus use and making services more viable. This in turn will provide better access and help reduce car reliance. However, the strategy introduction simply states it aims to ‘double bus patronage by 2030’. Without clarity around what this means, the suggested target could create a biased focus on denser populations where more volume of patronage can be achieved, leaving rural areas like Fenland overlooked.

2. *“Using the best operational model of provision to achieve the necessary step change in the most effective way”*

We agree that the operating model of the bus network needs to change as it is failing us in its current form. The strategy sets out some of the key pros and cons of Enhanced Partnerships and Franchising. However, we need to understand greater detail about what each approach might mean for bus services in Fenland. Equally the information does not confirm which approach the CPCA is minded taking forward. We would therefore need more detail around this to comment.

3. *“Partnership”*

In 2013, FDC and TAG were pivotal in the creation of a Community Rail Partnership in Fenland which has been enormously successful. Drawing on this success the TAG has long felt there could be opportunity for a similar partnership to be developed for Bus Services. We therefore support this principle within the strategy and welcome the opportunity to be involved where this is appropriate. We feel it is particularly important that any partnership include local input to understand local needs and constraints, etc.

4. *“Integration”*

We support the principle of developing a bus network that caters for many different needs. Co-ordinating provision and resource makes sense in regards to economy, it could also improve access to transport information for all types of journey. Network integration should also extend to other forms of transport such as walking, cycling and railways. We would like to see specific mention of a strategic or fast long-distance route linking the north-south aligned market towns of Wisbech, March, Chatteris and Ely with Cambridge. It should also be made clear that radial routes will link towns and villages with Cambridge and Peterborough.

How would you prioritise the strategies?

Priority	Strategy	Commentary
1.	An integrated and coherent network linking people to the places they want to go	<i>This must be the starting point of any bus strategy. The current network is not fit for purpose and is failing in Fenland. Significant changes are needed.</i>
2.	Bus Services for rural areas	<i>This is essential to our area but must be incorporated within an integrated and coherent wider network.</i>
3.	Getting to place quickly and on time	<i>Rural services often run along indirect routes to increase passenger numbers and improve viability. However, this can make services much less attractive or convenient. A solution to this issue</i>

		<i>needs to be sought as part of the future network.</i>
4.	Information and getting the message out	<i>Currently the availability of information is a barrier to accessing existing services. This is something the TAG is particularly keen to work with the CPCA to improve.</i>
5.	Value for money and simple, integrated ticketing	<i>Bus fares need to be affordable for people on low incomes and also appeal as a good value alternative to car. Good access to fare information that is easy to understand is also important, particularly to attract and retain new users.</i>
6.	Bus services that people want to get on	<i>Good quality vehicles are important for accessibility, comfort and appeal. This needs to be delivered in tandem with an improved network, better value tickets that are easy to understand and better marketing of services.</i>
7.	Delighting customers	<i>Passenger satisfaction is very important, however, this should be achieved as a result of delivering the priorities above.</i>

Do you have any further comments regarding the Strategy?

The strategy sets out what it is seeking to achieve, however, it does not suggest how any of it can be delivered or funded. These are a key consideration to shape any bus strategy and we would expect to see more detail regarding this included in the document. We acknowledge that the strategy will be supported by a revised BSIP, expected later in 2023, and this will set some of the funding and delivery detail. However, without this information it is difficult to provide full comments for this consultation.

There is some reference within the document to congestion charging. It is not clear exactly what is meant by this or whether this is only being considered for city centres. Given the rural location, the introduction of congestion charges would not be appropriate for Fenland and is therefore something we would not support.

The Fenland TAG Bus Service Report 2020 covers extensive comments and consultation responses regarding local services in Fenland, collated over a number of years. We are pleased that the report has been acknowledged in the strategy. However, we would like to see more of the content recognised.

We are pleased to see the Excel Bus service is included as one of the Case Studies. This is an excellent example of what could be achieved even in rural areas such as Fenland. Our final comments relate to the final pages of the strategy. The document ends abruptly on page 15 which makes the content feel incomplete and raises concern that part of the document is missing. We suggest a closing statement or conclusion should be added to the final version.



**CITY OF ELY COUNCIL  
SESSIONS HOUSE  
LYNN ROAD  
ELY  
CAMBS CB7 4EG  
Telephone 01353 661016**

**Email: [tracey.coulson@cityofelycouncil.org.uk](mailto:tracey.coulson@cityofelycouncil.org.uk)**

---

Open to the public Monday to Friday from 9.30 am to 2.30 pm

30th January 2023

Mr T Bellamy  
Interim Head of Transport  
Cambridgeshire & Peterborough Combined Authority  
2<sup>nd</sup> Floor,  
Pathfinder House  
St Mary's Street  
HUNTINGDON  
Cambs PE29 3TN

Dear Mr Bellamy

### **CONSULTATION – COMBINED AUTHORITY DRAFT BUS STRATEGY**

Thank you for the opportunity to comment on the Combined Authority's Draft Bus Strategy.

In November of last year, this authority was pleased to give its full support to proposals for improved bus services in our city and the surrounding area put forward by the Ely Bus Working Group. These proposals were received by the Combined Authority in the week commencing 7<sup>th</sup> November, and there has been some limited email correspondence relating to them with your officers subsequent to that date. As a growing and thriving community, the City Council is keen to see the kind of public transport service that facilitates access to employment, education, commercial and leisure opportunities in our city and beyond. For that reason, we have elected to expand on our responses, beyond the simple questionnaire, and we trust that these will be helpful in finalising your strategy.

The following paragraphs follow the basic structure of your questionnaire.

#### **The CA Bus Strategy – Vision**

In broad terms, the City Council is supportive of the vision outlined in the consultation document but has a number of reservations about the lack of a timescale set out for achieving it and the availability of the significant capital and revenue resources required to realise the Combined Authority's ambition. Whilst a bold vision is required, that also needs to be something that is achievable within a reasonable timescale if it is to be credible. This is all the more important given the low base in terms of public perception and confidence from which the Strategy has to build. The absence of a timeline for achieving some of the key elements such as bus franchising is significant and should be addressed in the final version.

### **The CA Bus Strategy – Aims**

Again, the City Council is broadly in agreement with the aims of the Strategy. In terms of convenience, we feel that there are numerous instances of the existing network being based on historic factors, rather than service specifications that take account of the changing needs of the population. We believe that whilst frequency ‘all day every day’ is maybe a long-term goal, in the short to medium term the emphasis should be on demonstrating that the bus network meets specific local needs at the time that people want to travel. Running empty buses when there is clearly little demand would be very damaging to the community’s belief in the vision.

Providing an attractive service is hugely important and we believe that effective marketing to attract new customers is a joint responsibility of the transport authority and the operators. Local authorities such as the City Council can also help with initiatives focusing on individual services where these have a specific benefit to the communities they represent.

Above all, the product on offer to users and potential users needs to be simple and understandable and available to as many people as possible.

What is however missing from these aims, which has direct relevance to other elements of the Strategy, is a lack of commitment to co-ordinate the bus network with the railway network, especially on corridors such as Ely-Cambridge where the train service offers a frequent fast mode of travel that should have good connections to the buses at either end combined with through ticketing to make the journey easier. Providing an express bus service along the same corridor without serving intermediate villages is a glaring waste of money and resources!

### **Delivering the Strategy**

We agree that a continuous cycle of passenger growth and service improvement is desirable, but this needs to be expanded and targets set for these factors across the timescale of the strategy. Achievement of these staged targets would allow the Combined Authority to make positive statements about progress towards the ultimate goal, which would help to bolster public confidence that the long term vision is deliverable.

Whilst the City Council understands that in the longer term the franchising model may bring benefits, there appears to be little evidence from any location outside London that it is deliverable, at least in the short term. We therefore feel that some form of Enhanced Partnership should be the goal in the short to medium term, with all local authorities and bus operators making affordable commitments that will produce greater customer benefits and increased passenger numbers. We believe that presenting the network as a single entity should be an immediate target of such a partnership, with a common brand applied to the network, at least at a local level, as part of the marketing commitment. We have recently recommended this as part of a proposal for developing a sustainable bus network for Ely, which was submitted to the Combined Authority in November 2022, and believe that a similar approach could be applied successfully to other local networks in other parts of the county.

We are also of the view that local partnerships, in which the community becomes involved in a campaign to support the local bus service, have a role to play in certain circumstances. Local businesses could be encouraged to offer support services such as marketing and IT to the smaller networks to reduce the operator’s overheads and involving local volunteers in the development of the brand and simple exercises such

as door to door timetable distribution can bring the benefits of the service to a wider audience, thereby encouraging more passengers.

We fully support the premise that integration with other forms of transport would achieve economies of scale. This requires local knowledge to identify opportunities and we would be pleased to work with the Combined Authority to assess those in our area.

### **Elements of the Strategy**

Our priorities, in order of importance are as follows –

1. An integrated coherent network. This should be a fundamental outcome of assessing where the demand for travel is and how it is met. We note however that within the network definition in the document there is no specific reference to services within market towns. The supposition that these can be provided by buses on an inter-urban network is a fallacy, as this is proven to import delays and unreliability to the service, with loss of public confidence as a result. Market towns such as Ely have sufficient concentrations of population to sustain their own services, and in the case of our city the projected growth in housing development will emphasise that still further. Integration with the rail service to Cambridge is also a local priority, to reduce the amount of car-borne travel in the peak periods.
2. Information. We believe that the lack of a cohesive and concerted marketing strategy for the county's bus network has been at the heart of its decline over the last 20-30 years. The product needs to be developed through detailed market research to identify customer needs, with targeted promotion to show how these needs are being met. This is a fundamental necessity for the development of any business. The Combined Authority has a responsibility to progress this, in order to maximise the value that it can secure from reducing subsidy payments over the period of its bus contracts.
3. Value for money and integrated ticketing. Demonstrating value for money and making the product easy to buy is a basic necessity. Integrated ticketing should also be targeted for bus-rail-bus journeys. The strategy also needs to reflect the trend towards increased on-line purchase of tickets, which whilst being more convenient for the customer also reduces the overheads for the operator arising from cash handling. Less transactions on the bus will also assist improved reliability.
4. Getting to places quickly and on time. This is clearly a priority for locations such as Cambridge and Peterborough and may therefore impact on inter-urban route reliability. As indicated elsewhere in this response, relying on inter-urban services to provide local transport in market towns is not favoured, as it imports delays and uncertainties to local journeys.
5. Rural areas. Whilst it is important to deliver benefits to isolated communities in rural areas, the proposed use of demand responsive services is not ideal, as they are a very expensive form of provision and rarely meet the needs of the user in terms of convenience and reliability, especially where connections to the conventional transport network are required. At a local level, many communities currently have the benefit of market day services into Ely. These should be investigated with a view to matching them to customer needs and options for more efficient scheduling, rather than the assumption that demand responsive services are the only solution.

6. Delighting customers. We are surprised to note that there is no reference to the ongoing problems of driver recruitment and retention in the strategy. The aim should be to simplify the job, remove some of the tensions arising from delays and to improve the relationship between the driver and his customers. Local networks with dedicated pools of drivers help this. Retaining drivers will mean that the costs of recruitment and training are reduced, and job satisfaction will be improved.

7. Buses that people want to get on and Delighting Customers are both part of the overall package, but of a lower priority than getting the network right, marketing it properly and providing value for money.

**Any further comments?**

We understand from the document and supporting information that the current network will effectively be 'frozen' until March 2024, during which time the Bus Strategy will progress towards formal adoption and provide a structure for further development.

Whilst the City Council is pleased to note that the uncertainty around the future of local services after March of this year has been removed by further investment by the Combined Authority, what we are left with is a group of local services that have missed the opportunity of providing much needed links. An obvious example of this is the City service 9A operated by Stephenson's. It now provides a half-hourly service on a limited circular route linking residential areas with the City centre, but misses out key destinations such as Sainsbury's, Tesco and the Railway Station, which in the past have been important sources of custom for a city service.

Two months ago, the City Council resolved to support a local initiative to start a dialogue with the Combined Authority that would promote and ultimately implement a sustainable local network for Ely, incorporating the City service, both Zipper routes and the 125 service to Little Downham. This proposal exhibits many of the elements that have now found their way into your draft Bus Strategy. We also believe that this network could deliver cost savings to your authority. We would therefore urge you to consider early discussions to develop these ideas within the scope of the existing contractual arrangements, to enable a better service to be delivered to our communities earlier than March 2024.

We would be grateful if you would acknowledge receipt of this response and confirm your intentions in respect of the Ely Bus Working Group proposals mentioned above.

Yours sincerely



Cllr Richard Morgan  
The Right Worshipful the Mayor of the City of Ely and Chairman of the City of Ely Council

Executive Management Offices  
Capital, Estates and Facilities  
Box 102, Addenbrooke's Hospital  
Cambridge Biomedical Campus  
Hills Road, Cambridge, CB2 0QQ

**T** 01223 349807  
**E** [carin.charlton@addenbrookes.nhs.uk](mailto:carin.charlton@addenbrookes.nhs.uk)  
**W** [www.cuh.nhs.uk](http://www.cuh.nhs.uk)

**Together  
Safe  
Kind  
Excellent**

Date: 20 February 2023

**Representations made by Cambridge University Hospitals NHS Foundation Trust (CUH) to the Cambridgeshire and Peterborough Combined Authority (CPCA) Bus Strategy**

**Dear Sir**

As Cambridge University Hospitals NHS Foundation Trust (CUH), we welcome the opportunity to comment upon the proposed new bus strategy, put forward by the CPCA, and write with the following response.

**About Cambridge University Hospitals:**

CUH is situated at the heart of the Cambridge Biomedical Campus and has over 1,000 beds, 12,000 members of staff and is one of the largest and best known acute hospital Trusts in the country. The 'local' hospital for our community, delivering care through Addenbrooke's hospital and the Rosie maternity hospital, CUH is also a leading regional and national centre for specialist treatment; a government designated comprehensive biomedical research centre; a partner in one of six academic health science centres in the UK – Cambridge University Health Partners (CUHP); and a university teaching hospital with a worldwide reputation.

CUH, together with its health system partners have secured funding from Government to develop the Cambridge Children's Hospital, a dedicated hospital which seeks to treat the whole child integrating physical health, mental health and research. In addition, our plans for the Cambridge Cancer Research Hospital are well advanced and in cohort two of the Government's new hospitals programme. Our further hospital development programme is clearly defined for the next decade through our Addenbrooke's 3 masterplan business case.

The Cambridge Biomedical Campus (CBC) is a significant part of the UK's and Europe's leading life sciences cluster, and is a vibrant, international healthcare community and a global leader in medical science, research, education and patient care. It is the largest employment site in Cambridge.

Whilst CUH occupies a significant portion of the campus, other CBC partners include The Royal Papworth Hospital, Cambridgeshire and Peterborough NHS Trust, the University of Cambridge, Medical Research Council, Abcam, and AstraZeneca.

Whilst economic success has been widely celebrated, it is now contributing to a shortage of affordable housing in the area and significant transport congestion as people are having to travel longer distances to access jobs and services. These negative consequences are being acutely felt by



CUH staff and visitors. Working in partnership, CUH is determined to lessen these impacts and is therefore pleased to provide our response to the CPCA's Bus Strategy consultation.

### **Our Understanding of the Bus Strategy:**

We understand that the purpose of the Bus Strategy is not to examine detailed, granular issues around specific routes and services but more to outline the key, strategic aims, objectives, and aspirations of the Combined Authority. This will then enable further funding and shape the network to meet the needs of the people in the region.

The Bus Strategy has been developed to help facilitate many of the objectives of the emerging Local Transport and Connectivity Plan (LTCP) which CUH and CBC have both made representations on. The LTCP is the Combined Authority's long-term strategy to improve transport in Cambridge and Peterborough.

In addition to the LTCP, the Bus Strategy has also been prepared to reflect the ambition of the 'Bus Back Better: The National Bus Strategy' which outlined the Government's high-level objectives for bus services outside of London. Crucially, the key aims are to increase the volume of journeys that use a bus as a main form of transportation, returning to the level seen pre-COVID as a first priority, later exceeding it through providing more reliable and wider reaching services.

The CPCA Bus Strategy presents a vision which is: *The vision is for a comprehensive network of bus services across Cambridgeshire and Peterborough that people find convenient, easy to use, reliable and good value for money that is inclusive and offers a viable alternative to the car.*

The Strategy acknowledges that to deliver the Vision will 'rely on the delivery of a programme of evidence-based interventions across the Cambridgeshire and Peterborough geography. Bold decisions will be needed, backed by a steady, consistent, and determined approach to delivering a better bus network for all. Significant capital and revenue funding sources will need to be identified from various sources to realise our ambition.'

The Aims of the Strategy are based around three core attributes – these being: **Convenient, Attractive, Easy.**

The Delivery of the Strategy is then based around 4 main principles, with these being:

1. Achieving a continuous cycle of passenger growth and service improvement.
2. Using the best operational model of provision to achieve the necessary step change in the most effective way.
3. Partnership.
4. Integration.

The Strategy itself is based around the following strategy elements:

- An integrated, coherent network linking people to the places they want to get to.
- Bus services for rural areas.
- Getting to places quickly and on time.
- Value for money and simple, integrated ticketing.
- Information and getting the message out.
- Delighting customers.
- Buses that people want to get on.

### **CUH Response:**

CUH, and more widely the NHS, face challenges regarding staff retention with a contributing factor being the unaffordability of either buying or renting housing. This is particularly true in the city of Cambridge where house prices, as a ratio to average earnings, are some of the most challenging in the UK.

Large numbers of staff face being priced out of living in or close to the city and therefore have increased dependency on modes of transport that allow longer distance travel. The environmental, health and wellbeing, and social consequences of private car travel are well understood by CUH. This

therefore means that CUH has a vested interest in access to improved bus services across the region that provide staff with a cost effective and reliable method of transport for commuting purposes. The current bus model, for our purposes, is 'broken'. Through our regular internal transport and travel engagement processes, the following (summarised) issues have been identified by our staff:

- **Traffic Congestion** results in delays to buses. This is heightened during winter months when less people are walking and cycling. Extensive roadworks, queuing for car parks, and recent changes to the highway have added to the levels of congestion.
- A general lack of **reliability and frequency** of regular services. Currently, buses do not offer a method of travel that can be relied upon for regular commuting particularly in rural areas.
- **Crowding** is also an issue that affects the reliability of bus services. Being unable to board at all are a deterrence to using buses.
- Boarding times resulting from **ticketing issues** causing delays and effecting reliability.
- **Customer information** is limited. The existing 'real time information' electronic displays are notoriously inaccurate and unreliable.

Given this context, **CUH strongly agrees with the CPCA's Bus Strategy 'Vision'**.

We also **agree with the Aims** of the Strategy which are categorised as Convenient, Attractive and Easy. We would like to see some further emphasis on interchange, affordability, and reliability although all aspects are touched upon in the supporting text.

Delivering the Bus Strategy focuses on four principles: a continuous cycle of passenger growth and service improvement, using the best operational model of provision, partnership, and integration. **CUH strongly agrees** with these 'delivery' aspects of the Strategy although there is substantial further detail that will need to be established in due course.

The continuous cycle of passenger growth and investment is essential for the long-term sustainability of buses in the region. Whilst badged as part of the Delivery Plan, this is also an output and a metric of success for all other elements of the Strategy.

The most effective operational model may result in the franchising of the network. Whilst this may be the most appropriate model, CUH is less concerned with operational model itself but does support that it could deliver '*greater network stability and local authority control over the design and delivery of an improved network of services with a sense of a single, integrated system and identity.*' If franchising is determined as being the best way of achieving these outcomes, then we support its continued exploration.

CUH supports partnership working. We have always sought to be collaborative and supportive in a sometimes-challenging transport environment and we will continue work in this manner. We would request that we, or CBC as an umbrella organisation, is part of the Bus Operator Forum referenced in this part of the Strategy. We already work closely with the Greater Cambridge Partnership (GCP) and their timely investments are critical for the ongoing management of CUH and CBC travel demands.

We understand that the objectives of the Bus Strategy and any future proposed changes to bus network and services are complementary to the GCP's proposals and we urge that partnership working with the GCP is undertaken.

Integration of public bus services with specialist types of transport is extremely important for both our staff and visitors. Community transport services and the existing hospital hopper bus service would benefit from an integrated and co-ordinated approach to service planning.

In terms of the specific Strategies, we make the following comments:

**'An integrated, coherent network linking people to the places they want to get to':**

The foundation of the Strategy is the transformation of the bus network to offer more buses to more places and will offer levels of service that have never existed before in the region:

- Services radiating out in all directions from Cambridge and Peterborough to market towns and villages. Some of these will offer more direct routes with fewer stops, making journeys faster.

- City services within Cambridge and Peterborough, including orbital routes offering direct links to peripheral employment and education sites.
- Services connecting market towns.
- Other local services in rural areas, including flexible services that run on demand with app booking, and community-based transport using minibuses and volunteer cars.

Different types of services will run, with all services operating at least once an hour. The most frequent will run every 6 minutes. All services will run from early morning through to the evening and on 7 days per week. The intention is to create a network that offers a real alternative to the car.

In areas of diverse and limited demand, demand responsive services (DRT) will offer the flexibility to make journeys.

The bus network will be integrated with local walk and cycle networks, and cycle parking provided at key bus stops and interchanges.

### **CUH strongly agrees with this element of the Strategy.**

CUH staff work shifts that can finish at night or the early hours of the morning. As access for private vehicles becomes more limited and less financially viable, there has to be an effective, cost-efficient alternative for those staff working shifts. The provision of services into the evening for 7-days a week will benefit our staff and increase the attractiveness of using the bus and working at the hospital. We therefore welcome these proposed additional services hours.

We support the proposals to increase network coverage in villages and rural areas. Currently staff located in these areas have little genuine choice in how they travel to work and thus increasing bus services in these areas will benefit many of our staff.

We would also stress that with the delivery of Cambridge South Station, bus services that provide interchange with the rail corridor, will be hugely valuable for our staff and wider CBC. There are a number of villages or market towns that will have a direct link by train to the hospital campus – bus-based connections to these stations must form part of the ‘integrated and coherent network’.

We are pleased that ‘orbital connectivity’ is referenced. Much of Cambridge’s growth is on its fringes and the ability to travel through the city is increasingly challenging. Therefore, orbital connections that serve CBC and other major growth areas are supported. Additionally we would stress that ‘through services’ are part of the solution for Cambridge. Many services terminate in central Cambridge and require a change for onward connectivity to CBC which disincentivises bus based access for many staff and visitors.

### **Bus services for rural areas.**

Consistent with our earlier response on delivering an ‘integrated and coherent network’, **CUH strongly agrees** with proposals for improved bus services for rural areas. We support the exploration of Demand Responsive Transport (DRT) but request that over reliance on such emerging service models is not at the expense of fixed route services where these can be made viable.

### **Getting to places quickly and on time.**

This is an essential part of any transport network. However, the ability to deliver against this test is difficult in congested urban environments. Physical infrastructure has a role to play, and the continued high frequency use of the busway is very much supported. Traffic restraint as a principle is also supported but the means of doing so requires careful consideration and must be equitable. We therefore **strongly agree** with this strategy element but only offer conditional support to traffic restraint measures which require specific further assessment.

### **Value for money and simple, integrated ticketing.**

Cost and ticketing can be a barrier to using the bus. We therefore **strongly agree** proposals to make ticketing more affordable, simpler and more integrated across services and modes of transport.

**Information and getting the message out.**

Clear concise information on routes and services is important. In a digital age, information can be provided readily as long as the applications and websites are clear, accurate and available. We would be hopeful that in time, the merits of bus network improvements are such that marketing is less important and that a well-planned network is intuitive for customers. **CUH therefore agrees** with this aspect of the strategy.

**Delighting customers.**

Safe buses and design features that encourage continued comfortable use of customers is clearly an important part of the future success of bus-based transport. **CUH therefore agrees** with this aspect of the strategy.

**Buses that people want to get on.**

As with 'Delighting Customers', a modern fleet of buses that changes perceptions around bus travel will be beneficial to attracting customers and creating the circular funding environment sought. Proposals which decrease the environmental impact of transport, assisting the transport network in its transition to net zero objectives are supported by CUH.

Early commitment to a minimum bus specification would be welcomed. This should cover safety, accessibility, and emissions but, importantly from a perception perspective, could also provide an illustration of the quality of bus that could be expected. **CUH therefore agrees** with this aspect of the strategy.

**Summary:**

In principle, CUH is supportive of many of the aspects of the Bus Strategy and recognises the positive outcomes that could be delivered within the Greater Cambridge area. In an area that understands the environmental challenges that must be addressed we are pleased that far reaching proposals are being consulted upon. There is clear synergy between the objectives of CUH, CBC and the CPCA and we are confident that ongoing collaboration and knowledge sharing can help bring about optimal outcomes for all parties.

We are therefore keen to continue to contribute positively to the further evolution of more detailed proposals and hope that we can be offered the opportunity to discuss the unique challenges faced by CUH and CBC as part the next round of consultations.

Yours faithfully



Carin Charlton

**Director of Capital, Estates and Facilities Management – On Behalf of Cambridge University Hospitals NHS Foundation Trust**



**CPCA CONSULTATION – BUS STRATEGY – CAMBRIDGE AHEAD RESPONSE  
FEBRUARY 2023**

<https://cambridgeshirepeterborough-ca.gov.uk/bus-strategy/>

Cambridge Ahead’s membership includes 51 of the largest employers in Cambridge and the surrounding region, representing a collective workforce of over 40,000 people. Cambridge Ahead (CA) advocates that **quality of life, across all communities, should be the guiding principle for the sustainable and inclusive growth** of the city region.

A key principle of Cambridge Ahead’s work is that accessible, reliable, and sustainable transport options are central to quality of life in the city region. Our region is home to an internationally competitive economy, and as such should have world-class transport systems to enable a sustainable and inclusive economy. Reliable buses can form part of this vision, and we offer comments on the future bus network below. Nevertheless, we also reiterate our position that authorities must plan beyond a bus-centric system for the region; tackling the transport challenges we are facing can only be achieved through a truly multimodal strategy with clear roles for active travel and emergent modes like micromobility. Within the context of this wider position, we have developed this short response to the CPCA’s bus strategy consultation as part of our continuous engagement with our local authorities on transport issues.

**Bus strategy vision**

Cambridge Ahead agrees with the overall goal of the bus strategy, insofar as the quality of life of people living and working in the region would be improved by having a comprehensive bus network that is convenient, easy to use, reliable, and which provides a viable alternative to the private car, but questions whether buses are the whole solution. The final strategy would be improved if this vision was accompanied by greater detail with regards to delivery and further integration with other strategies and relevant policies, and how the conflicting goals of coverage vs journey times will be resolved.

The bus strategy recognises that achieving its vision requires a fully integrated and planned transport system. In this regard, the strategy could do more to demonstrate explicitly the linkages with other policies and strategies which are relevant to its vision and aims. For example, the bus strategy identifies shortages of drivers as a significant challenge in delivering bus services but does not reference planning to address this in an integrated way with other policies or strategies, such as through use of the devolved Adult Education Budget. The only reference to the CPCA Employment and Skills Strategy notes the importance of access to colleges and universities but does not address skills as a potential barrier to delivering the bus strategy. Similarly, it is not clear where the bus strategy

intersects with the work of Connecting Cambridgeshire on autonomous vehicles or smarter travel, and Connecting Cambridgeshire is not referenced in the strategy itself. The relationship between the bus strategy and the Bus Service Improvement Plan could also be detailed more clearly. We recognise that the complex structure within which the bus strategy exists creates challenges of alignment, but greater integration with relevant CPCA strategies and wider policies would enable the bus strategy to reflect its vision of a fully integrated and planned system more tangibly.

This relates not only to including more detailed information about policies and strategies but also to partners in the region, some of whom will be responsible for delivering elements of this strategy. Partnership is rightly recognised as a key element of delivering this strategy but is only covered very briefly in the strategy itself - the strategy should make clearer which partners are involved in delivering which elements of the strategy. The bus operators' forum is identified as one important way of engaging partners and stakeholders, but other routes to partnership working (including rail and micromobility) should be identified.

### **Bus franchising**

The bus network is faced with significant change and challenges to existing economic models for public transport which rely on a level of farebox revenue that is no longer feasible. The system's demand base is shifting in volume, time, and space; new technologies and transport modes are emerging; and sustained and significant population growth in the Cambridgeshire and Peterborough area is occurring. Bus franchising is mentioned in the bus strategy as a possible route to greater stability and control over design and delivery. This would represent a significant reform which could underpin many of the other proposals of the strategy. It is noted in the strategy that a public consultation would be conducted in 2023 if franchising is deemed an appropriate way forward. We would invite greater clarity within the bus strategy around the assessment of franchising being conducted and further detail of possible timescales.

### **Incorporating the bus strategy into a wider strategic transport plan**

Accommodating the projected growth of the region in years to come will not be possible through investment in buses alone. As well as the need to demonstrate where the bus strategy intersects with and complements other existing strategies and policies in the region, it should also be acknowledged that this strategy – and buses generally – are only one part of the necessary vision for transport. Cambridge Ahead has long advocated for a unifying strategic vision which would bring together the principles and the detail of each area, within which this bus strategy should sit. This would make the coordinated, integrated and planned transport system envisioned in part by the bus strategy more realistic, with the bus strategy itself being too specific and limited in scope to play this role,



and lacking solutions to public transport in areas (and times of day) when bus provision is uneconomic.

Crucially, this strategy would be strengthened by clearer consideration of the seismic changes in travel habits and patterns in recent years. Behavioural shifts associated with the pandemic have created new challenges and new opportunities, and understanding these will be central to promoting the adoption of new ways of moving through and around the region. Cambridge Ahead intends to provide vital evidence in this regard through the New Era for the Cambridge Economy (NECE) research. The first NECE report, published in 2022, exposed how the pandemic changed behaviour, rewiring habits and disrupting routines. We hope to play a central role in continuing to bring these insights into the policymaking conversation, to help civic, academic, business and community leaders to see movement and access in a new light, and to build consensus to drive the sustainable, reliable and accessible transport agenda forward. We intend to continue to share this work with transport authorities in the region and nationally, with the ultimate aim of supporting a fully integrated strategic transport plan for the region.

Zaneta Adamczyk  
The Cambridgeshire & Peterborough Combined Authority  
2<sup>nd</sup> floor, Pathfinder House  
St Mary's Street  
Huntingdon  
Cambs  
PE29 3TN

***Bus Strategy for the Cambridgeshire and Peterborough Combined Authority***

Dear Zaneta,

Bruntwood SciTech is pleased to respond to the current consultation on the Combined Authority's Draft Bus Strategy. We are the UK's leading provider of Innovation Districts and Science Parks, operating across the UK with plans to strengthen our presence further in the Cambridge city region. We are long term investors, developers and operators with an overriding commitment to create thriving cities and city regions by providing infrastructure and support to science and tech businesses. We are a 50/50 joint venture between Legal & General Capital and Bruntwood, who are a regional commercial property company with £1.5bn assets, 3,000 business occupiers within its portfolio and employing more than 1,000 colleagues.

We acquired Melbourn Science Park from TTP in April 2021 and have a major investment plan to improve the facilities and create new employment within the area.

We welcome the decision of the Combined Authority to produce the bus strategy and to encourage a local conversation about the role that buses need to play as part of the transport mix in the city region. We agree with the sentiments expressed in the strategy about the key role that buses will need to play, both locally and nationally, as we transition to a zero carbon future.

We see the climate emergency as the biggest single long term challenge that we face. Bruntwood was the UK's first commercial property company to join the Net Zero Carbon Buildings Commitment, demonstrating its commitment to a more sustainable built environment



with an objective to achieve net zero operational carbon by 2030. The transport sector is the biggest single contributor to UK CO2 emissions and urgent action is required. Ensuring good quality alternatives to the private car will be fundamental to the task of reducing these emissions as well as improving local air quality.

As a business with a growing presence in Cambridgeshire and experience of operating in seven city regions in the UK, we recognise good transport links as being an essential prerequisite for economic and social prosperity. We work in partnership with various other local authorities including Greater Manchester to provide private sector input towards the development of their transport strategies.

For our plans at Melbourn to be successful we must ensure that the facility is well connected so that businesses can attract and retain talent from a broad catchment that includes Cambridge, the surrounding villages, Royston and London. This requires having good cycle and pedestrian links alongside a public transport network which offers an attractive alternative to the car for those who have a choice, and an essential level of connection for those who don't have access to a car.

We fully support the aims and objectives of the draft strategy, in terms of the importance of providing good links within the city of Cambridge, links to the towns and villages that surround it and connections between those places. It is also recognised that with current constraints on public expenditure that a degree of prioritisation is necessary in deciding what services to support and at what frequencies.

### Melbourn Science Park

We currently have around 750 employees across the different businesses on the park which include TTP and AstraZeneca. Through our development plans, this could double in the next 5-10 years.

As part of an exercise to establish current attitudes to travel choices among employees at the Melbourn Science Park a questionnaire survey was distributed, attracting responses from 114 employees on the site. The survey asked where employees travelled from, how they currently travelled, what might encourage them to use public transport and whether, if a subsidised bus service was provided to the site, they would make use of it.

**On the basis of the survey responses, while most employees are currently wedded to using their cars due to the convenience they provide, just under half would be prepared to use a bus if the service met their needs:**

- Just under a quarter travel by non-car modes, with only around 2% travelling by bus
- 46% said they would use a subsidised bus connection, either all the time or occasionally. (20% all the time and 26% occasionally).
- Of those, two thirds would use a connection from Cambridge while the other third would use a link from Royston.

We do not claim that this survey is fully representative but it does provide a useful insight into the challenges of encouraging users in a non-urban environment to switch their travel mode. For this to be considered would require the alternative bus service to be reliable, convenient and affordable. While the new 2 hourly Service 26 between Cambridge and Royston via Melbourn introduced last year is an improvement following the cancellation of Stagecoach's service that left the village without any bus service, **it is not frequent enough for those to use to travel to work.**

While we understand that this strategy is not concerned with individual routes and specific locations, from our perspective as a business seeking to limit car use to our site in Melbourn, we would see the following as being important components of a future bus service:


- Two services an hour and preferably three at peak times between Cambridge and Royston, via Trumpington Park and Ride and Melbourn.
- Improved connections between Melbourn Science Park and Meldreth Station
- Investigate the feasibility of demand responsive services from smaller villages surrounding Melbourn.

We would also add that from our experience of bus operation in other city regions, we do not see the current deregulated system in Cambridgeshire as being fit for purpose. There have been over thirty years to prove it is capable of rising to the challenge of delivering an integrated service and we would argue it has failed to do so. We believe that although it will have challenges a Franchising Scheme would bring buses together with other modes under overall

coordinated control and we see this way forward as the best opportunity to try to arrest the long time decline in bus use.

As a business that is committed to working in partnership with local authorities and local communities, we would be keen to explore how we can work collaboratively to improve the current public transport offer in Melbourn for the benefit of the wider community. We therefore hope that the Draft Bus Strategy and this response to it is the beginning of a conversation with local partners on this important issue, rather than a one off exercise.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jamie Clyde', with a long horizontal stroke extending to the right.

**Jamie Clyde**

*Director of the Southern Region and Innovation Services*

jamie.clyde@bruntwood.co.uk





**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No: 2.3

## Alternative Fuel Strategy

To: Transport and Infrastructure Committee

Meeting Date: 15 March 2023

Public report: Yes

Lead Member: Cllr Anna Smith, Chair of Transport and Infrastructure Committee

From: Emma White, Transport Programme Manager

Key decision: No

Forward Plan ref: N/A

Recommendations: The Transport and Infrastructure Committee is recommended to:

- a. Take note and comment on the draft Electric Vehicle Implementation Strategy;
- b. The Transport and Infrastructure Committee is invited to recommend to the Combined Authority Board to approve the East Anglian Alternative Fuel Strategy;
- c. To approve the drawdown to approved from subject to approval the £88,560 from the Local Vehicle Infrastructure (LEVI) Capability Grant; and
- d. Delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Cambridgeshire County Council and Peterborough City Council LEVI Capability Fund.

Voting arrangements: Recommendation (a) is for Noting only, no vote required. A simple majority of all Members present and voting, *or*  
For Recommendations (b) - (d) A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members *or*  
To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

# 1 Purpose

1.1 This paper provides an update on East Anglian Alternative Fuel Strategy (EAAFS) following consultation and the Digital Policy document with the aim of adopting each document as final. Going forward, these documents will ultimately be part of the Local Transport and Connectivity Plan (LTCP) documentation suite and therefore show a clear golden thread with the Plan.

# 2 Background

## East Anglian Alternative Fuel Strategy

- 2.1 The draft East Anglian (AFS) went to Transport and Infrastructure committee in July 2022. Following this the AFS went out for consultation for 6 weeks until the 21<sup>st</sup> December 2022.
- 2.2 The full AFS Consultation report is documented in Appendix 1.
- 2.3 In Summary, overall, 121 responses were received and throughout the consultation the below diagram summaries the main themes of feedback that was received for all questions.



- 2.4 In total 76% of respondents either Strongly Agree or Agree with the objectives of the Alternative Fuel Strategy and 70% of respondents either Strongly Agree or Agree with the Action Plan for Decarbonising East Anglia Transport. Also, 48% of respondents either Strongly Agree or Agree and 31% are neutral with believing the road map covers the actions needed to achieve the strategy's objectives.
- 2.5 No changes have been made to the East Anglian Alternative Fuel Strategy. This is due to a number of emerging plans and strategies that are the way forward respond to all the main feedback from the consultation. These include the following:
- Hydrogen - The AFS covers hydrogen fuel although this is mainly centered around HGVs. There is a lack of rollout of hydrogen vehicles in East Anglia and a number of key challenges to delivering hydrogen for transport.
  - The Local Transport and Connectivity Plan - The Local Transport and Connectivity Plan (LTCP) is the Combined Authority's long-term strategy to improve transport in Cambridgeshire & Peterborough.
  - Bus Strategy - The Bus Strategy aims to set out an ambitious vision and strategy to improve our bus network in a way that will benefit the residents and business of our region, and to deliver the goals and objectives of the Combined Authority's Local Transport and Connectivity Plan.
  - Electric Vehicle Infrastructure Strategy - Following on from the AFS will be the Electric Vehicle Infrastructure Strategy.
  - Digital Policy - The Digital Policy aims to ensure the availability of high quality, affordable digital connectivity services and support the exploitation of digital technologies.

### **Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy**

- 2.6 In parallel to this work is the Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy. draft document in located in Appendix 3.
- 2.7 Road traffic is the largest contributor to our carbon footprint across Cambridgeshire and Peterborough. In summary, to avoiding a significant proportion of these emissions is to encourage modal shift away from low occupancy vehicles in favour of active travel, public transport, and travel avoidance, we know that some low occupancy methods of powered travel are likely to remain in high demand for the foreseeable future, and that we must do something now to avoid the associated emissions
- 2.8 A long-term approach and continued commitment from the Combined Authority and constituent local councils is required to support the development of the local Electric Vehicle market and to ensure that access to charging infrastructure is not a barrier to entry. The transition away from combustion engines is happening quickly and at an increasing rate. The scope of this strategy is therefore to address the transition of roadgoing transport within Cambridgeshire and Peterborough away from fossil fuels in the short term and through the next decade.
- 2.9 Our Strategy focuses on 5 key areas for delivery:
- Charging Infrastructure – to ensure our approach is appropriately targeted to different settings;
  - Charge point Accessibility – to ensure all our communities have equitable access to public chargers;
  - Communication, Advocacy and Outreach – to share our knowledge and empower our communities;
  - Public and Shared transport; and



- Planning, regulation, and guidance – for new developments.

2.10 This document helps addresses some of the issues raised in the East Anglian Alternative Fuel Strategy.

2.11 On the 21<sup>st</sup> February 2023, government launched the £8 million Local Electric Vehicle Infrastructure (LEVI) Capability Fund for Local Authorities across England. In addition to expanding the pilot scheme, which will equip Local Authorities with the skills and ambition to scale up their plans when it comes to their charging strategy. The funding will help Local Authorities to work in tandem with private business and chargepoint operators to drive the sustainable growth of local networks, building and utilising their collective knowledge and expertise to deliver the most ambitious chargepoint plans for their area. The Combined Authority have been successful in securing funding from government, equating to £88,560. This should be issued before the end of the financial year. Discussions are ongoing with Peterborough City Council and Cambridgeshire County Council on the appropriate application of this funding across the region.

### 3 Significant Implications

3.1 N/A.

### 4 Financial Implications

Approval to drawdown to approved from subject to approval the £88,560 from Local Vehicle Infrastructure (LEVI) Capability Grant

### 5 Legal Implications

5.1 N/A.

### 6 Public Health Implications

6.1 The report recommendations have a positive implication for public health. Electric Vehicles are a core part of reducing emissions and aiding in improving air quality which has a significant health impact.

### 7 Environmental and Climate Change Implications

7.1 The report recommendations have a positive implication for the environment and climate change. This work aims to mitigate and adapt to climate change.

### 8 Other Significant Implications

8.1 N/A

## 9 Appendices

- 9.1 Appendix 1 – Alternative Fuel Strategy Consultation Report
- 9.2 Appendix 2 – [East Anglian Alternative Fuel Strategy](#)
- 9.3 Appendix 3 – Draft Electric Vehicle Infrastructure Strategy

## 10 Background Papers

[Combined Authority Board report 25 January 2023](#)

[Combined Authority Board report 27<sup>th</sup> July 2022](#)



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

# East Anglian Alternative Fuel Strategy (AFS) Consultation Report

21/02/2023

Version History

Revision Number	Revision Date	Nature of Revision	Checked by	Reviewed by	Approved by
1	14/02/2023	Draft	EW	ML	

## Introduction

The East Anglian Alternative Fuel Strategy (AFS) went out for a 6 week consultation between the 9th November and the 21st December 2022. Overall, 121 responses were received.

In summary throughout the consultation the below diagram summaries the main themes of feedback that was received for all questions.



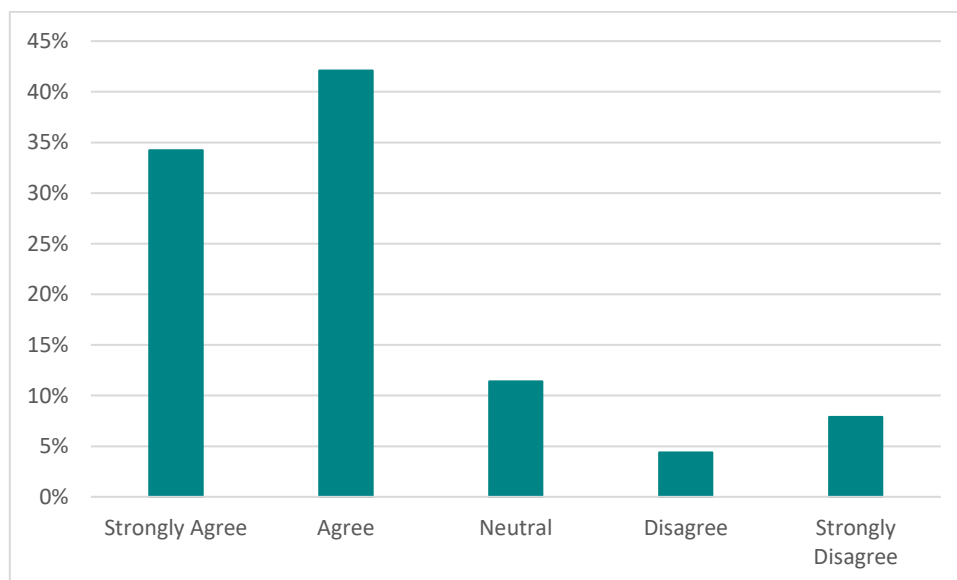
## Consultation Results

### Question - Do you agree with the Objectives of the Alternative Fuels Strategy (AFS)? (See page 3 of the AFS document)

In summary the key aims of the AFS are to :

1. Support clean growth
2. Support the decarbonisation aims of Local Authorities
3. Accelerate the uptake of Alternative Fuels Vehicles (AFV) in the region
4. Improve air quality
5. Provide a combined collaborative vision
6. Support the creation of commercial opportunities

In summary, 76% of respondents either Strongly Agree or Agree with the objectives of the Alternative Fuel Strategy as shown in the figure below.



The majority of comments on the objectives covered the following topics:

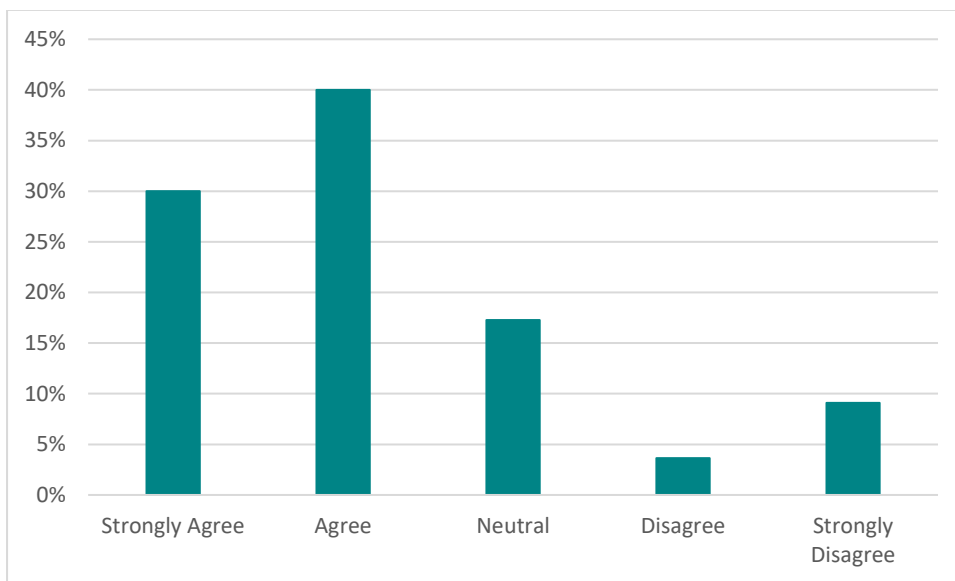
- Infrastructure (particularly charging) and what is needed and available;
- Affordability of electric vehicles and charging for all;
- The need to make public transport more accessible, affordable and reliable; and,
- Support on the strategy and the way forward towards improving the environment.

**Question - Do you agree with the Action Plan for Decarbonising East Anglia Transport? (see page 7-12 of the AFS summary document).**

*In summary the actions are split into three broad categories including:*

- 1. Actions to expand electric vehicle charging infrastructure;*
- 2. Actions to encourage AFV uptake; and,*
- 3. Actions to deliver a modal shift and encourage behavioural change.*

In summary, 70% of respondents either Strongly Agree or Agree with the Action Plan for Decarbonising East Anglia Transport as shown below.



The majority of comments on the Action Plan included:

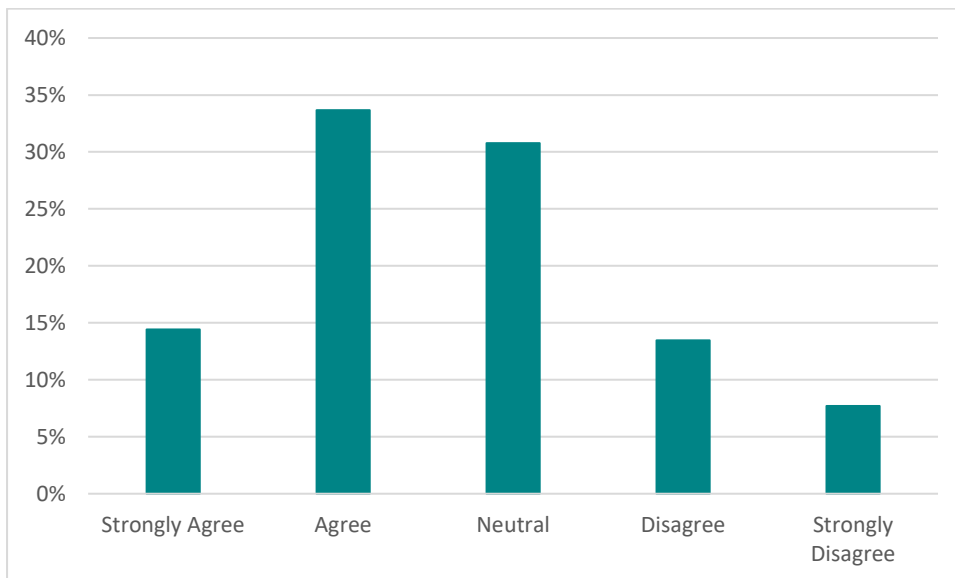
- Infrastructure (particularly charging) and what is needed and available going forward;
- Affordability of electric vehicles and charging to meet the Action Plan; and,
- Private Car and the points in the Action Plan to dis-incentivise its usage

**Question - Do you believe the road map covers the actions needed to achieve the strategy's objectives? (see page 12-13 of the AFS summary document)**

*In summary the road map is broken down into three main categories including:*

1. *AFV uptake (EV charging);*
2. *AFV uptake (Wider Action); and,*
3. *Modal shift.*

In summary, 48% of respondents either Strongly Agree or Agree and 31% are neutral with believing the road map covers the actions needed to achieve the strategy's objectives as shown below.



The majority of comments on the road map included:

- Infrastructure (particularly charging) and what is needed and available going forward;
- Affordability of electric vehicles and charging including taxing/charging of electric vehicles;
- Role of public transport, active travel and micro-mobility; and,
- Option of Hydrogen and exploration of other options.



### **Question - Do you believe anything else that should be considered as part of the Alternative Fuel Strategy (AFS)?**

Common themes to whether anything else should be considered as part for the AFS include:

- Option of Hydrogen and exploration of other options;
- Increase need for better, affordable and accessible public transport and active travel routes;
- Do not rush into the change – have all the information available and collated first;
- E scooters / E bikes / E cargo scooters;
- More consideration towards rural areas;
- Rail and freight movements;
- Need for the infrastructure to support the strategy and plan.

### **Question – Any further comments to make on the Alternative Fuel Strategy (AFS)?**

A number of further comments were made on the AFS (though these have been touched on throughout the consultation answers) including:

- Affordability;
- Infrastructure;
- Rural area issues;
- Public Transport and Active travel links issues;
- Need more consideration of Hydrogen; and,
- Support for strategy towards moving forward thinking.

## **Way Forward**

In response to the general themes that can be addressed by the organisation at present from the AFS consultation the below plans and strategies are emerging in response as a way forward to progress:

### *Hydrogen*

The AFS covers hydrogen fuel although this is mainly centred around HGVs. There is a lack of rollout of hydrogen vehicles in East Anglia meaning that no stations have been developed in the area to date. There are a number of key challenges to delivering hydrogen for transport including a lack of fleet commitment in order to justify refueling infrastructure, cost of vehicles and lack of a dedicated funding stream. In the future it is an ambition of the Cambridgeshire and Peterborough Combined Authority to undertake a Freight Strategy and this will look at hydrogen in more detail.

### *The Local Transport and Connectivity Plan*

The Local Transport and Connectivity Plan (LTCP) is the Combined Authority's long-term strategy to improve transport in Cambridgeshire & Peterborough. The consultation on this plan ran from May to August and the document is currently being updated following this feedback. The Vision of the LTCP is

*“A transport network which secures a future in which the region and its people can thrive.”*

*“It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.”*

*“And it must bring a region of cities, market towns and very rural areas closer together.”*

*“It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region’s nationally important and innovative economy.”*

### **Bus Strategy**

The Bus Strategy aims to set out an ambitious vision and strategy to improve our bus network in a way that will benefit the residents and business of our region, and to deliver the goals and objectives of the Combined Authority’s Local Transport and Connectivity Plan. The aim is to pave the way for a bus network that is convenient, attractive and easy to use, by being convenient, attractive and easy to use.

### **Electric Vehicle Infrastructure Strategy**

Following on from the AFS will be the Electric Vehicle Infrastructure Strategy. The scope of this strategy is to address the transition of roadgoing transport within Cambridgeshire and Peterborough away from fossil fuels in the short term and throughout the next decade. The strategy focuses on 5 key areas for delivery:

1. Charging Infrastructure – to ensure our approach is appropriately targeted to different settings
2. Chargepoint Accessibility – to ensure all our communities have equitable access to public chargers
3. Communication, Advocacy and Outreach – to share our knowledge and empower our communities
4. Public and Shared transport -
5. Planning, regulation and guidance – For new developments

### **Digital Policy**

The Digital Policy aims to ensure the availability of high quality, affordable digital connectivity services and support the exploitation of digital technologies. This is due to digital connectivity playing an increasingly important role in providing access to jobs, and to services and experiences such as entertainment, social interaction, shopping, banking, education, and healthcare.



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

# Cambridgeshire & Peterborough Electric Vehicle Infrastructure Strategy

01/03/2023

Version History

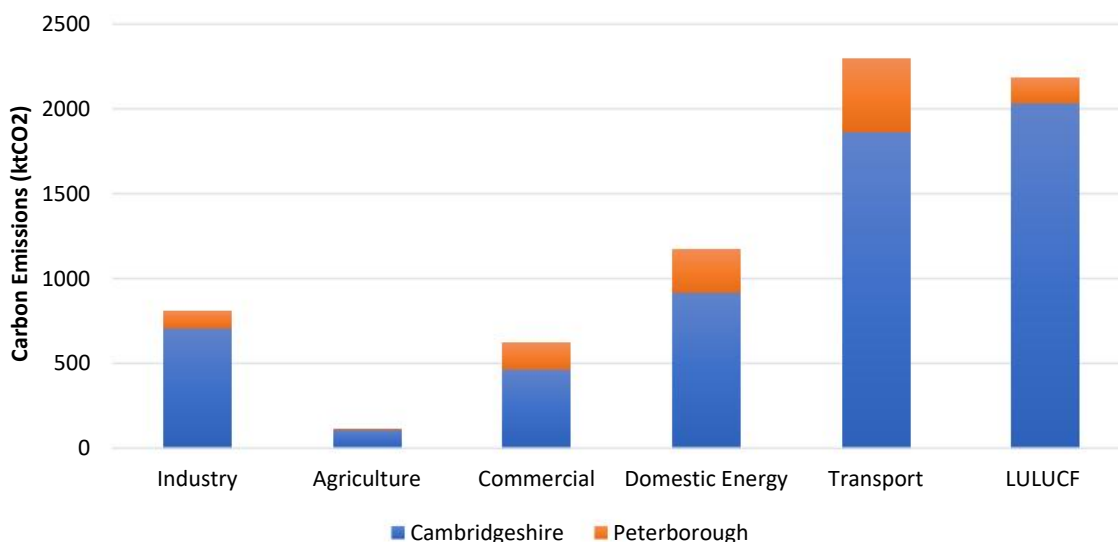
Revision Number	Revision Date	Nature of Revision	Checked by	Reviewed by	Approved by
1	01/03/2023	Draft	EB/JB	EW	

## Introduction & Scope

In July 2018, the Government published its Road to Net Zero strategy, an ambitious roadmap towards delivering zero emissions transport across the UK.

The Road to Net Zero Strategy is built around a core mission: to put the UK at the forefront of the design and manufacturing of zero emission vehicles and for all new cars and vans to be effectively zero emission by 2040. The plan set out the policy to end the sale of new conventional petrol and diesel cars and vans by 2040. By then, the strategy expects the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability. By 2050 the strategy wants almost every car and van to be zero emission.

Across Cambridgeshire and Peterborough, road traffic is the largest contributor to our carbon footprint. As show in in [Figure 1](#), 75% of carbon emissions come from our road traffic (A Roads and Minor Roads).



*Figure 1 Carbon Emissions (2019) in Cambridgeshire and Peterborough. ONS.*

Whilst it is known that the best route to avoiding a significant proportion of these emissions is to encourage modal shift away from low occupancy vehicles in favour of active travel, public transport and travel avoidance, some low occupancy methods of powered travel are likely to remain in high demand for the foreseeable future, and that something must be done now to avoid the associated emissions.

A long-term approach and continued commitment from the Combined Authority and constituent local councils is required to support the development of the local EV market and to ensure that access to charging infrastructure is not a barrier to entry. The transition away from combustion engines is happening quickly and at an increasing rate. The scope of this strategy is therefore to address the transition of roadgoing transport within Cambridgeshire and Peterborough away from fossil fuels in the short term and through the next decade.

The strategy focuses on 5 key areas for delivery:

1. Charging Infrastructure – to ensure our approach is appropriately targeted to different settings
2. Chargepoint Accessibility – to ensure all our communities have equitable access to public chargers
3. Communication, Advocacy and Outreach – to share our knowledge and empower our communities
4. Public and Shared Transport -
5. Planning, Regulation and Guidance – for new developments

## VISION / OBJECTIVES

### To Be Confirmed

## Background & Policy Context

### National Policy

Government set out the UK 2050 Net Zero Strategy<sup>1</sup> in October 2021, and has subsequently published its Electric Vehicle Infrastructure (EVI) Strategy<sup>2</sup>. It identified five key challenges in providing the necessary EVI to support the ban on internal combustion engine (ICE) vehicles which will come into force by 2030:

- The pace of roll-out is too slow
- Too often, public charging lets people down
- The business case for commercial deployment can be challenging
- Connecting new chargepoints to the electricity system can be slow and expensive
- More local engagement, leadership and planning is needed

The Governments' vision for 2030 is that:

- Everyone can find and access reliable public chargepoints wherever they live
- Effortless on and off-street charging for private and commercial drivers
- A reliable network of high powered chargepoints along major roads
- Fairly priced and inclusively designed public charging, trusted by consumers
- Market-led roll-out for the majority of chargepoints, backed by competition
- Infrastructure seamlessly integrated into a smart energy system
- Continued innovation to meet drivers' needs

To deliver this vision, Local Transport and Highways Authorities must work together with our partners to leverage the market and ensure equitable, high quality public charger provision is available to communities across the CPCA area.

### Local & Regional Policy

The Local Transport and Connectivity Plan (LTCP) sets out the strategic ambition for transport improvements across the CPCA area. A key focus is to “address the adverse pollution and alleviate the harmful consequences of the transport network” on human health and climate. Decarbonisation of transport, in line with Government’s Transport

<sup>1</sup> [Net Zero Strategy: Build Back Greener - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/net-zero-strategy)

<sup>2</sup> [UK electric vehicle infrastructure strategy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/electric-vehicle-infrastructure-strategy)

Decarbonisation Plan is core, and use of alternatives for fossil fuels is explored in the CPCA's Alternative Fuel Strategy.

For electrification and chargepoint roll out, it identifies key considerations for the area, including:

- A unified vision and approach to chargepoint deployment;
- Prioritisation of areas with low off-street parking access; and
- Ensuring deployment is supported in more challenging/uncommercial areas to deliver an equitable distribution across the region

The CPCA's Climate Action Plan provides a means to deliver this ambition, bringing together the local authorities to ensure a fair and equitable network of public chargers are provided, particularly for those residents unable to charge at their homes. This EV Strategy underpins this ambition, setting out how we can act to deploy public chargers and meet the considerations highlighted by the AFS.

Across the CPCA area, the Local Authorities also have their own climate and carbon objectives, which include their ambitions to facilitate EV charging.

### **Cambridgeshire**

Cambridgeshire County Council's Climate Change and Environment Strategy sets a vision for the County to be net zero by 2045 while supporting residents to make the changes they can to reduce their emissions. Supporting modal shift and removing barriers to take up of low carbon transport is a key priority.

Similarly, the District Councils are working in their areas to support the transport transition. Cambridge City Council and South Cambridgeshire District Council each have their own EV Strategies, while Fenland, Huntingdonshire and East Cambridgeshire District Councils have, or are enquiring into charge points / planning chargepoints provision across their car parks.

### **Peterborough**

In July 2019, Peterborough City Council declared a climate emergency. Peterborough City Council have committed to make the council's activities net-zero carbon by 2030, and to also support Peterborough become a net-zero carbon city. Transport and Travel forms a key part of this ambition, including encouraging the use of active travel modes, public transport and electric vehicles. Increasing the number of people travelling sustainably in Peterborough will significantly reduce the city's carbon emissions, along with bringing several other vital benefits including improving physical and mental health, improving air quality, reducing travel costs and stimulating the economy and providing jobs to the local area.

## The Current Situation across Cambridgeshire & Peterborough

### EV take up

Across the region 19,299 plug in vehicles were registered under private keepership as of Q3 2022. Electric vehicle uptake across the region mirrors the national picture, with an almost exponential growth (Figure 2).

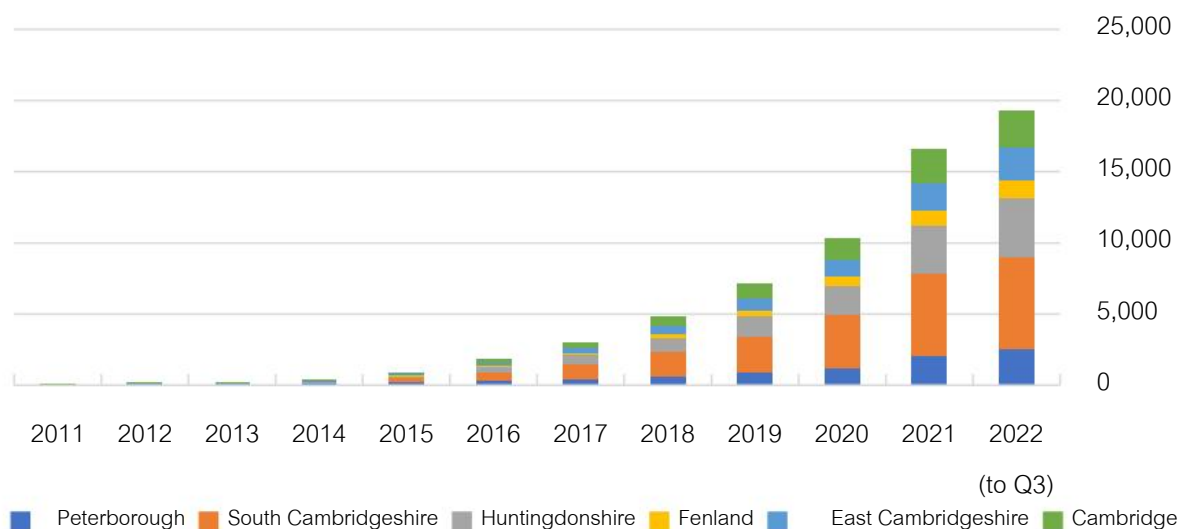


Figure 2 Registered plug-in cars under private keepership in Cambridgeshire and Peterborough. DfT Statistics: VEH0132

### EV Chargepoints – publicly available

For Cambridgeshire, chargepoint provision requirements are estimated at over 3500 public fast chargers plus over 50 Rapids on the strategic road network. The majority of these will be required ahead of need to stimulate the transition to electric.

The LTCP demonstrates that the public charging network across East Anglia is at a relatively early stage of development. The majority of charge points are clustered around key settlements, or distributed along the road network, with relatively few charge points found in between.

The latest DfT data from October 2022 puts the total number of public chargepoints in Cambridgeshire and Peterborough at 247 slow/fast and 68 rapids (Figure 3). These figures have been slowly increasing however improvement is slow. The majority of these chargepoints are in private sector settings: supermarkets, service stations etc.



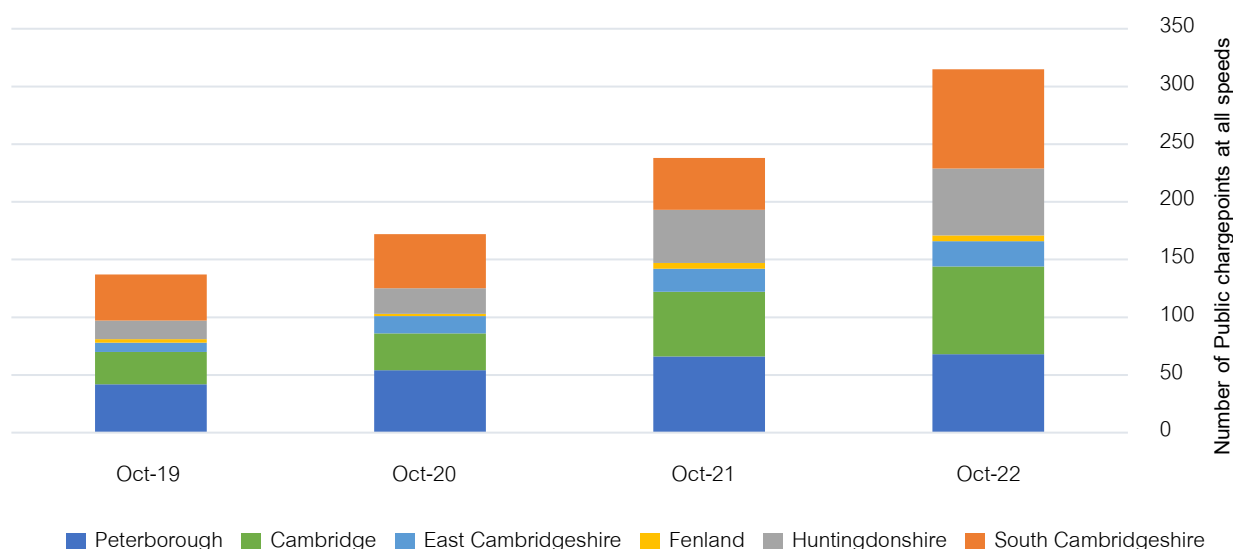


Figure 3 Number of public chargepoints across Cambridgeshire and Peterborough. ONS Data

Across the region, public chargepoint provision is unevenly distributed. Fenland has the fewest chargepoints - likely due to the low numbers of electric vehicles in the area undermining a business case for installations. We must work to develop a network that delivers a transition away from fossil fuels, enabling all our communities to switch.

### Barriers to EV uptake

Consumer surveys suggest there are a number of commonly identified reasons why people do not make the switch to an electric vehicle. Many of these will be addressed within the Strategy:

Identified Challenge	How we can address them
Upfront cost	Whilst the CPCA and local highways authorities cannot reduce the costs of EVs, the CPCA can work with our communities to ensure they are aware of the longer term financial benefits of switching from an ICE vehicle. Engagement with communities to “myth bust” and enable everyone to understand the rapidly evolving technologies on offer can be undertaken.
Range anxiety	
Uncertainty over the technology	
Reliability of chargers	The CPCA can ensure through delivery and procurement approaches that there are sufficient numbers of public chargers where they are most needed and work with chosen contractors to ensure reliability and accessibility is prioritised.
Availability of Chargers	
Grid Capacity	Local Area Energy Planning – Planning where critical electrical infrastructure is located and scaled to ensure access to the network is available in areas where infrastructure is needed. Peterborough already has a plan, and Cambridgeshire is currently developing theirs.

### *Lack of solutions for residential areas : Requests*

The Council, and Districts, are receiving increasing numbers of requests for on-street chargepoints from residents without driveways: the majority are from Cambridge residents. While absolute numbers of requests are low, these have been unprompted, and we anticipate that should a “call” be put out for suggested locations the response could be significant.

<b>Cambridge</b>	57	Huntingdonshire	5
<b>East Cambridgeshire</b>	4	South Cambridgeshire	9
<b>Fenland</b>	3		

Similarly, there have been enquires regarding permission to trail cables and other “DIY” solutions which pose a potential safety and equity risk on the highway.

## **Key Focus Areas - Charging Infrastructure**

### **Home Charging**

This is where a resident has their own, private EV chargepoint installed on their property. In most cases this is only an option where residents have off-street parking.

#### *Installing your own charger*

Various reports suggest that over 80% of EV charging happens at home. Residents who have access to off-street parking can install a home-charger connected to their home electricity supply. These are often the most convenient and cheapest way of charging. There are lots of options out there, and we can work to signpost our residents to authoritative guidance and information.

Some homes, particularly those in private rentals, may be eligible for government grant to support the purchase and installation of a chargepoint. We can work with landlords and tenants to ensure all are aware of the financial benefits currently available to them.

All new build homes in England will be fitted with electric vehicle charging stations as standard, under new building regulations designed to promote the uptake of low-emission vehicles.

#### *EV Crossing-over*

EV Crossing-over is where a resident has their own chargepoint on their property but no associated off-street parking. Instead the vehicle is parked on-street, and the charging cable “crosses-over” the footway.

Section 178 of the Highways Act states that “no person shall fix or place any ... cable, wire or other similar apparatus over, along or across a highway without the consent of the highway authority for the highway”. This provision is designed to ensure safe conditions on the highway.

The Cambridgeshire and Peterborough Highways Authorities do not permit trailing cables across public footpaths or verges for safety reasons. Even if covered with a mat protector cables present a trip hazard, and present a disproportionate risk to those with protected characteristics and could be considered a breach of the Equalities Act

This is not a position that we anticipate changing, and so our focus is instead on finding suitable alternative provisions.

To overcome the safety issues posed, innovative government funded work in Oxfordshire to develop channels that run across the footway from residents' homes to enable a charging cable to cross the footway from a home-chargepoint. These are still in a trial phase. There have been significant legislative, risk and practical barriers to overcome – these are key areas of exploration for the on-going trials. Tentative solutions have been found and government will be producing guidance for these systems.

We await the outcome to inform the Cambridgeshire and Peterborough position and will look to be able to move quickly once this position is clear.

## Residential EV Charging

This focuses on where residents don't have off street parking so need to be enabled to charge close to home.

### *On-Street Charger Installations*

Public on-street charging is primarily focused on enabling those residents who cannot charge at home to do so at, or close to, where they would normally park.

These chargers will tend to be slower (c.7kW) chargers to reflect the longer durations that residents tend to park for when at home. These also tend to be compatible with the widest range of different vehicles. Where chargers are installed, we would generally seek to designate the bays as "EV only" to ensure access is maintained. Where such changes to parking is considered a requirement, formal Traffic Regulation Order processes would be followed, and the local community consulted.

There is no universal guidance on what is acceptable on the highway in terms of the physical installation design. This is left to the relevant highways authority to agree. Using these documents and internal expertise, we will develop a guide for charger installations on the highway. This will streamline installations, and ensure uniformity in installations across the region, establishing a "Cambridgeshire and Peterborough Approach" to on-street charging. Finding suitable locations can be a challenge, and we set out some principles for this in section 0. Charging points should not be considered the personal charging point of any individual but will be an asset for the community to access. To support this, where practical the bay will not be located outside one particular property, but in the best location to serve an entire street.

### *Lamp Post Charging*

Options to use lighting columns to facilitate charging have been explored on several occasions as new solutions come forward, and conversations are ongoing. There is a clear opportunity where new columns are installed, and this is being looked at in conjunction with a Connecting Cambridgeshire project.

Retrofitting into existing infrastructure is more challenging. There remain practical issues to the retrofit of chargers into lighting columns, such as where the lighting columns are located to the rear of the footway therefore cables would end up being trailed across the footway. As such there are relatively few locations where this approach is viable in the county. Discussions are on-going to ascertain options for utilising lighting columns, and we will take learning from other LAs, such as Lancashire County Council who have incorporated provisions for EV charging into their standard “Guidance for Fixing Attachments to Street Lighting Columns”.

### *Destination Charging and Charging Hubs*

This focuses on where EV drivers may want to charge either at a destination or en route. This includes the Council run car parks, public buildings such as offices and leisure centres and, where appropriate, on-street parking in town centres.

### *Car Parks (incl. Park & Rides)*

Across Cambridgeshire and Peterborough, there has been a focus on ensuring local authority car parks have EV chargers.

In Peterborough, there are currently 22 public charging spaces (as opposed to points) as well as the 4 e-Taxi rapid and 3 for our own service vehicles. 4 public charging are on street and 18 are in the car parks. They are as below:

Across Cambridgeshire the District Councils are already installing across their car parks – to be confirmed.

There are several chargepoints across the Cambridgeshire park and ride locations, with officers closely monitoring how further installations could be facilitated. We have a commercial arrangement with Tesla at Trumpington P&R. Alongside this we have a separate commercial arrangement with BP Pulse at Trumpington and Milton.

St Ives and Babraham P&Rs are having significant numbers of chargers installed as part of the wider Smart Energy Grid projects, both of which are now in construction. Consideration for the other P&Rs is underway, with officers seeking to align the chargepoint approach (at a minimum pricing) across all sites.

## **General Principles for chargepoint locations**

When we assess where to locate charging infrastructure there are a range of elements to consider. Each site will be different, but in broad terms:

- Provide charging points in the places that people need them, but not in locations that encourage additional car use.
- Focus on areas where residents cannot make the switch to EV without access to a public charging network, but we want to ensure a good geographical spread across the county.
- Ensure any charging points we enable are complementary to, and not in direct competition to others already operating in the area.

- Engage with the market to encourage them to invest in charging infrastructure within the region and to ensure any additional public charging infrastructure is complimentary to privately owned charging points.
- Initial efforts will focus in areas where we predict there will be more charging points required. These are areas where there is less access to off road parking, where uptake trends are fastest and where there are more commuter journeys happening.
- Cambridgeshire and Peterborough residents will have the opportunity to suggest suitable specific sites for charging points to be installed.
- Individual sites will be subject to full feasibility investigations including an assessment of local grid capacity.

### ChargePoint Accessibility – PAS BSI/Motability

Nationally it is expected that by 2030 when the ban on new ICE vehicles come into force, we will have over 2.5 million disabled drivers on UK roads. Ensuring everyone in our community are able to easily access and use chargepoints infrastructure is vital.

To support Local Authorities, British Standards Institute produced best practice guidance – PAS 1899:2022 – which sets out how to make EV chargepoints accessible to all. As far as practicable, all public chargers installed by local authorities across the CPCA area will to comply with the best practice set out in this guidance.

However, accessibility is not just about ensuring all can use the chargers – we must also ensure they are as easy straight forward to use as possible. Increasingly, current EV drivers are sharing their frustration at the proliferation of payment mechanisms required to use different types of chargers. In response, Government is bringing forward new requirements for all chargers funded by public sector grants to have contactless, pay as you go capabilities.

We will ensure that all chargers we install, where possible, will have this payment option. Where there are chargers already installed, we will explore the possibility to retrofit, however it is likely these will need to be transitioned as they're replacements dates come up.

### Communication, Advocacy and Outreach

We understand the concerns that have been raised and the need for more information to be shared to give drivers and business the confidence they need to go electric. Some of these points are addressed in this strategy. There is also an increasing body of Government and industry guidance available that dispels many of the misconceptions about EV's and guides drivers through the electrification journey and vehicle and charger funding available.

There are a number of community-led projects to install chargepoints for residents and/or their wider communities. For example, the resident association at Marmalade Lane in Orchard Park are installing charge points in their car parking area. Similarly, several Parish Councils are working with South Cambridgeshire District Council to install chargepoints at their parish halls.

We can take learning from these schemes and, working with our partners such as CambsACRE to share these schemes and encourage and empower our communities to act themselves.

We will ensure our communities have easy access to this information and local examples. We will host events, such as the Energy Saving Trust “Go Electric” events to bring this information to our communities, empowering them to decide what will work best for them.

## Public and Shared transport

In July 2021 the government published the Transport Decarbonisation Plan, which details the government’s intended strategic direction for decarbonising the transport sector. The paper details the intention to move mobility away from motor vehicles (irrespective of fuel propulsion system) firstly to active travel (e.g. cycling, scooting and walking) and secondly to public mass transit (e.g. bus, train and tram). Below summarises the current situation:

- The first two electric double-deckers (dds) were in service in late 2019
- Thirty new Volvo EV dds plan to be service in April 2023

## Shared Transport

Through the LTCP, Councils are working to ensure that transport is not only cleaner, but that congestion is reduced, and places are better linked by public transport and active travel routes.

For those who only occasionally make journeys that aren’t a good match with public transport, there are already options that can negate the expense of owning and maintaining a personal car. Whilst electric bikes have seen a huge uptake, they will not suit everyone, so we will work to ensure car clubs are expanded where possible. We will ensure that charging facilities are co-located with these services to enable car club vehicles to be electric too. Even in our rural areas, where a car club might mean a resident could switch to one vehicle rather than two, we can see big benefits.

For those that don’t want to drive or ride themselves, and traditional public transport isn’t an option, ride hailing services and taxis may be an option. Working with such services to ensure infrastructure is available to enable them to switch to electric will be important. Already all taxi’s licenced by Cambridge City Council must be ultra low or zero emission, and rapid chargepoints for taxi’s have been installed to facilitate this change. Other District Councils are looking at similar approaches.

## Planning, Regulation & Guidance

The requirement for the provision of electric vehicle charging points in new development (both new build and changes of use) is set out in the National Planning Policy Framework 2021.

- Paragraph 110, bullet (a) requires appropriate opportunities to promote sustainable transport modes, given the type of development and its location; and
- Paragraph 112, bullet (e) requires new development to be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

Parking Standards are set by each respective Local Planning Authority and align to the relevant National Planning Policy Framework (NPPF). They state that any new development should achieve a suitable level of car parking provision for future residents and/or the proposed land uses, without reliance upon the adoptable public highway.

Building Regulations Section S, updated in 2022, impose requirements on new builds and those undergoing significant renovations that have associated parking, to have either active chargers and/or cable routes to facilitate later installations. Building regulations apply to residential and non-residential settings.

## Cambridgeshire

Taking these together, in Cambridgeshire have worked with our Local Planning Authorities to ensure chargepoint provision is “designed in” to any development. It incumbent upon the developer to provide suitable levels of EV charging points, as may be required to meet OZEV requirements, within each dwelling curtilage, or in designated areas (private laybys/ small communal car parks etc). These must be provided without need to install on the adoptable public highway.

Additionally, we recommend that the promoter of any site should carefully consider the siting of EV charging in relation to the overall development management strategy, as recommended in the National Design Guide, such that ‘management and maintenance responsibilities are clearly defined for all parts of a development’.

## Peterborough

Peterborough’s Local Plan Policy LP13 states that all development requiring parking provision should be designed, unless there are exceptional design reasons for not being able to do so (e.g. listed building constraints or site-specific factors), to incorporate facilities for electric plug-in and other ultra-low emission vehicles, or as a minimum the ability to easily introduce such facilities in the future.’

## How we will deliver

There are two main government funding schemes available to us: the On-Street Residential Chargepoint Schemes (ORCS) and the Local Electric Vehicle Infrastructure (LEVI) Scheme. These have different terms but are both designed to support local authorities to deliver charging infrastructure in the more challenging locations where the need is greatest.

Where financial business models are strong we will explore investing our limited capital funds, but in the majority of cases we anticipate use of either government grants and/or private sector investment. Therefore our preferred option for delivery and ongoing management, operation and maintenance is via a third party contractor who specialise in EV charging and understand the detail of how to manage such networks.

We will develop rolling annual delivery plans to ensure we are delivering at the pace and scale we need to support our residents to transition.

## Action Plan

Detail to be confirmed

Action	Target Date	Responsible organisation
Resourcing – securing dedicated resource to roll out EV chargers		CPCA/PCC/CCC
Launch a register of interest for on-street residential charger provision and integrate into mapping to identify potential locations	2023	CPCA
Project 1: Mapping activities to identify suitable locations for public chargers		
Project 1: Identification and drafting of technical policy/specification for highways EVCP installations		CCC/PCC
Project 2: Appraisal of approaches and technical specification for non-EVCP solutions (gullies etc) on this highway		CCC/PCC
Project 1: Appraisal of commercial opportunities		
Establish the most appropriate procurement mechanism and undertake this following agreed commercial approach		
Impact of emerging Building Regulations and local planning policy on public EVCP provision		
Project 2: Highways policy – Evaluation of policy levers to deliver compliant EV charging projects in the adopted highway		
Establish governance process for coordinated funding bids		
Establish ongoing delivery plan and groups for at scale role out		
Funding applications- ORCS/LEVI Capex		CPCA
EST Go Electric Events – targeting specific audiences.	During 2023/24	CPCA – Engagement workstream in Climate Action Plan?





## Active Travel Fund 4

To:	Transport and Infrastructure Committee
Meeting Date:	15 March 2023
Public report:	Yes
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
From:	Tim Bellamy, Interim Head of Transport
Key decision:	No
Forward Plan ref:	N/A
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"><li>a) Note the contents of the Active Travel Fund 4 bid</li> <li>b) Recommend to the Combined Authority Board to approve the drawdown of Active Travel Fund 4 funding subject to Active Travel England (ATE) approving the bid</li> <li>c) Subject to ATE approving the bid, recommend to the Combined Authority Board approve the delegation of authority to the Interim Head of Transport to enter into a Grant Funding Agreement with Peterborough City Council and Cambridgeshire County Council following consultation with the Chief Financial Officer and Monitoring Officer.</li></ul>
Voting arrangements:	Recommendations b) and c) require a vote in favour by at least two thirds of all Members (or their substitute Members) appointed by the

Constituent Councils who are present and voting, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their substitute Members

Recommendation a): For noting only, no vote required.

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

# 1 Purpose

- 1.1 To provide an overview of the Active Travel Fund 4 (2022/23) bid submitted on 24<sup>th</sup> February 2023. It was not possible to seek engagement with Members through the Transport and Infrastructure Committee and Combined Authority Board within the bidding timescales.
- 1.2 Recommendation b) and c) are included in preparation for a successful outcome of the bid and ensure optimal time to undertake the activities proposed in the bid within the 12-month delivery window stipulated by the criteria of the fund.

# 2 Background

- 2.1 On 10th January Active Travel England wrote to Mayoral Combined Authorities and Local Authorities inviting bids for the Active Travel Fund 4 (ATF4). The letter advised that authorities would be informed of their bidding allocations later. At the time, the invitation letter and accompanying assessment, design check tools and bidding guidance were under embargo.
- 2.2 Later, on 6th February ATF4 was more formally announced and Active Travel England informed the Combined Authority of our indicative funding level of £2,996,590. As a result of the later announcement, ATE advised authorities that the bidding proformas would be streamlined some of the requirements, such as cost bench marking.
- 2.3 Similar to the approach used for the Capability and Ambition fund, the indicative funding allocation was initially proportioned, for the purposes of developing the bid, using the Integrated Transport Block to indicatively split the funding between the two highway authorities. The indicative percentages were 69.4% for Cambridgeshire County Council (CCC) and 30.6% to Peterborough City Council (PCC).
- 2.4 The overall investment objectives of ATF4 are to enable local authority capital investment programme that optimises delivery of 2025 and 2030 objectives, as set out in the statutory Cycling and Walking Investment Strategy (CWIS 2):
  - 50% of short urban trips in England to be walked, wheeled, or cycled by 2030
  - Increase active travel from 41% in 2018 to 46% of short urban trips by 2025
  - Increase walking to 365 stages per person per year by 2025
  - Increase cycling from 0.8 billion stages in 2013 to 1.6 billion stages in 2025
  - 55% of primary school-aged children to walk to school by 2025
- 2.5 Also, to align investment with Gear Change and wider Government objectives, including local growth and productivity, tackling public health issues, decarbonisation, levelling up and cost of living challenges. As well as increasing participation in active travel amongst underrepresented groups.
- 2.6 The funding is capital with indicative funding ranges based on levels of capability and the guidance encourages bids for up to 300% of this indicative allocation. These extra/over projects will be taken into consideration for any future funding rounds; however, exceptionally strong bids may attract funding above the indicative amount set for the authority.
- 2.7 Authorities are invited to bid for either scheme construction, for schemes to be built over the next 12 months, or project development for schemes for construction in later years. There is also, 5% revenue funding in proportion to agreed capital schemes – this is within the total

indicative allocation rather than in addition to it.

- 2.8 Through online briefings, ATE has been encouraging authorities to focus on construction schemes, but are also keen to emphasise the need to be realistic about timescales and to apply for the most relevant element of the bid (either construction or development).
- 2.9 The guidance sets out the approach for assessing value for money. Schemes above £750,000 would require the Active Mode Appraisal Toolkit (AMAT) to be completed whilst projects less than £750,000 would need Cost Effectiveness tool outputs. However, during the briefings it became clear that using AMAT would be beneficial to those assessing it. ATE welcomed AMAT being used for lower value schemes, but recognised the time involved in completing them. The Combined Authority bid includes AMAT value for money evidence for all schemes which were expertly generated by officers at CCC and PCC.
- 2.10 A few of the development schemes had low Benefit Cost Ratios, however, sensitivity testing, where the uplift in walking and cycling is likely to be higher than the core scenario, saw these schemes achieve medium value for money. Further AMAT testing will be undertaken as these projects develop and more detailed information is known about them, such as construction cost.
- 2.11 The bid guidance asked that a bid priority was given for each scheme included in the bid, with 1 being the highest priority for funding, to enable ATE to view the bids at a programme level and assist with funding decisions. The ranking of the projects within the bid are based on Local Cycling and Walking Infrastructure Plans (LCWIPs) and deliverability. Officers of the Combined Authority, PCC and CCC worked collaboratively to develop the bid and priority.
- 2.12 The total value of the bid submitted was £7,873,590, a total for Cambridgeshire of £3,187,000 and for Peterborough £4,686,590. Whilst the indicative allocation was apportioned between Cambridgeshire and Peterborough based on the Integrated Transport Block percentages, following both highway authorities putting forward their projects there remained headroom within the overall threshold. In agreement between the parties an additional Peterborough City Council Scheme was added to the bid.
- 2.13 A copy of the bid is in Appendix 1 and 2.

### 3 Financial Implications

- 3.1 ATE confirmed an indicative funding value for each bidding authority. For the Combined Authority, the maximum bidding value was £2,996,590. However, authorities were asked to bid for more than the allocation, to a maximum of 300%, equating to £8,989,770. Where the proposals within the bid are considered by ATE to be strong there is an opportunity to be awarded funding above the indicative allocation.
- 3.2 Subject to ATE approval of the bid the Active Travel Fund 4 funding is expected to be spent within 12 months

### 4 Legal Implications

- 4.1 Submission of an external bid will require the responsible budget holder to consult with the Chief Finance Officer to ensure that all aspects of funding have been properly considered

before submission for approval as per Chapter 15, para 31. The bid was approved for submission using the Chief Finance Officer's delegation as stated within Chapter 17, para 5.20 Constitution.

- 4.2 Subject to confirmation of a successful bid the Combined Authority will enter into Grant Funding Agreements with the two Highway Authorities to enable the funding to be granted to them.

## 5 Public Health Implications

- 5.1 ATE's 2030 vision, for half of journeys in towns and cities to be walked, wheeled, or cycled. Increasing mode shift to active travel has wellbeing, physical health, and environmental benefits.

## 6 Environmental and Climate Change Implications

- 6.1 The development and implementation of the schemes included within the bid will ensure increase travel choice for the people of Cambridgeshire and Peterborough, offering them a real alternative. This will have a positive impact on the environment, our carbon emissions targets (as outlined in the LTCP paper) and therefore climate change. At this stage it is not possible quantify these levels, however there will be a net benefit in relation to two key objectives of the Local Transport and Connectivity Plan, namely Natural Environment and Climate Change.

## 7 Other Significant Implications

- 7.1 None

## 8 Appendices

- 8.1 Appendix 1: Active Travel Fund 4 Final Bid Scheme Level
- 8.2 Appendix 2: Active Travel Fund 4 Final Bid Programme Level

## 9 Background Papers

- 9.1 Active Travel Fund 4 Guidance



<p><b>2. What type of scheme are you seeking funding for? <b>Construction or Development</b></b></p>	<p><b>3. Scheme Name</b> (an element of matched funding)</p>	<p><b>4. Scheme Priority Number</b></p>	<p><b>5. Scheme Type</b> <i>(a scheme encompasses more than one intervention type, please select all that apply)</i>  - New segregated cycling facility; New junction treatment; New permanent footway; New shared use (walking &amp; cycling) facilities; Improvements to make an existing walking/wheeling/cycle route safer; Area-wide traffic management (including by TROs (both permanent and experimental)); Bus priority measures that also enable active travel (e.g. bus gates); Provision of secure cycle parking facilities; New road crossings; Restriction or reduction of car parking availability (e.g. controlled parking zones); School streets; Other (please specify)</p>

Construction	Girton to Oakington	1	Improvements to make an existing walking/wheeling/cycle route safer
Construction	Girton to Eddington	2	New permanent footway; New shared use (walking & cycling) facilities; New road crossings; New junction treatment; Other



Construction	Buckden to Brampton	3	Improvements to make an existing walking/wheeling/cycle route safer; New shared use (walking & cycling) facilities; New road crossings
Construction	Whittlesford - Duxford	4	New shared use (walking & cycling) facilities

Development	Alconbury - Little Stukeley - Great Stukeley - Huntingdon Business Park - Huntingdon Station	5	New road crossings; Improvements to make an existing walking/wheeling/cycle route safer;
Development	Godmanchester - Huntingdon Centre	6	Area-wide traffic management; Improvements to make an existing walking/wheeling/cycle route safer; Bus priority measures that also enable active travel (e.g. bus gates)

Development	Granta Park - A505 roundabout	7	New shared use (walking & cycling) facilities; Improvements to make an existing walking/wheeling/cycle route safer
Development	Oundle Road - Ham Lane to Lynchwood	8	New segregated facility; new junction treatment
Development	Thorpe Road - Thorpe Meadows to new rail station entrance	9	New segregated facility; new junction treatment

Development	Bourges Boulevard / Lincoln Road City Centre to Werrington	10	Improvements to make an existing walking/wheeling/cycle route safer
Construction	Thorpe Wood Cycleway Phase 3	11	New segregated facility; new junction treatment; new road crossings

Development	Mill Road	12	Improvements to make an existing walking/wheeling/cycle route safer; Other
Development	Cambridge Busway South	13	Improvements to make an existing walking/wheeling/cycle route safer

Development	Ely - Witchford	14	Improvements to make an existing walking/wheeling/cycle route safer; New junction treatment
-------------	-----------------	----	---

Development	Brampton - Hinchbrook	15	Improvements to make an existing walking/wheeling/cycle route safer; New junction treatment; Restriction or reduction of car parking availability
-------------	-----------------------	----	---

Development	Soham - Isleham - Fordham	16	New shared use (walking & cycling) facilities; Improvements to make an existing walking/wheeling/cycle route safer; Area-wide traffic management
-------------	---------------------------	----	--



Development	Cromwell Road, Wisbech	17	New shared use (walking & cycling) facilities
Development	Village Links - Potential modal filters	18	Other

Development	Huntingdon Centre - station	19	Area-wide traffic management; Improvements to make an existing walking/wheeling/cycle route safer
Development	March Town End - March Centre - March Station	20	Improvements to make an existing walking/wheeling/cycle route safer

Development	Cottenham - Landbeach	21	New shared use (walking & cycling) facilities
Development	Histon Busway South - Impington - Milton	22	Improvements to make an existing walking/wheeling/cycle route safer

Development	Lode - Waterbeach	23	New shared use (walking & cycling) facilities
Development	March SW - town centre	24	Improvements to make an existing walking/wheeling/cycle route safer; New road crossings

Development	Whittlesey to Peterborough via NCN 63	25	Improvements to make an existing walking/wheeling/cycle route safer
Construction	Phorpes Way Cycle Improvement Scheme	26	New segregated facility; new road crossing

<p>6. As you have selected 'other', please provide a description of the scheme below, including a description of <b>why a scheme outside of the recommended list has been selected for bid.</b> (max 250 words).</p>	<p>7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year</p>	<p>8. Please upload a file(s) of where the scheme will be implemented. Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented.</p>
--	---	---

	600,000	
<p>Next to the shared used facility there will be improvements to the bus stop on carriageway. This includes a pad for bus shelter with feeder pillar and NAL socket with associated ducting installed for Real Time Passenger Information (RTPI) to be installed at a future date. This scheme will encourage walking, wheeling, cycling and at the same time encourage people to use the public transport for longer journeys. A reliable bus timetable with RTPI encourages people to use the buses regularly.</p>	400,000	

	300,000	
	500,000	



	90,000	
	60,000	

	60,000	
	400,000	
	300,000	

	286,590	
	2,000,000	

<p>Improvements to Mill Road will also consider the built environment so that healthy activities and experiences are integral to people’s everyday lives. Engaging with the local community – adults, children, elderly people, residents, commuters, local businesses at an early stage to understand their views, needs and preferences in their community. The scheme would consider landscaping to encourage people to use social spaces, benches for resting and ample cycle parking. This scheme will increase active trips, better connectivity to the station, improve health and wellbeing and tackle climate change.</p>	<p>100,000</p>	
	<p>100,000</p>	

	100,000	
--	---------	--

	100,000	
--	---------	--

	75,000	
--	--------	--

	115,000	
<p>This scheme considers linking key villages with potential modal filters.</p> <ul style="list-style-type: none"> <li>- Link to village colleges and greenways: Wilbrahams to Bottisham</li> <li>- Link to greenways: Newton to Harston; Barrington to Haslingfield</li> <li>- Link to rail stations: Foxton to Fowlmere; Orwell to Meldreth</li> <li>- Link to Cambourne and guided bus via potential new A428 St. Neots to Madingley Mulch route: Elsworth to A428</li> <li>- Link to A428 route to Cambourne: Gamlingay to Little Gransden (segregated path on B1046)</li> <li>- Link to Ely &amp; Sutton: Haddenham to A142 route/Ely</li> <li>- Link to A428 route to Cambourne &amp; Papworth: Great Gransden to Eltisley</li> </ul> <p>Many of these villages do not yet have the active travel infrastructure and therefore everyday journeys to school, work or to access the local services are made by private cars. Low-cost modal filters can increase safety by reducing through traffic, while increasing walking, wheeling and cycle access.</p>	75,000	



	100,000	
	75,000	

	75,000	
	75,000	

	50,000	
	50,000	

	87,000	
gs	1,700,000	

10. Scheme Outputs - Please provide details of the anticipated outputs

<p>9. Please upload scheme design(s) below.</p> <p><b>Note - construction schemes above £150,000 must submit designs.</b></p> <p>Please use the following format when naming files: [Local transport authority name] (as in Q1); [Scheme name] (as in Q3); [Scheme priority number] (as in Q4); [ATF4 Scheme Design]</p>	<p>New segregated cycling facility (miles)</p>	<p>New segregated cycling facility (number of junctions treated)</p>	<p>New junction treatment (number of junctions treated)</p>	<p>New permanent footway (miles)</p>	<p>New shared use (walking, wheeling &amp; cycling) facilities (miles)</p>	<p>Improvements to make an existing walking/cycle route safer (miles)</p>
--	--	--	---	--------------------------------------	--	---

CPCA Girton to Oakington 1 ATF4 Scheme Design						0.5
CPCA Girton to Eddington 2 ATF4 Scheme Design			1	0.05	0.1	

CPCA Buckden to Brampton 3 ATF4 Scheme Design					0.2	0.01
CPCA Whittlesford - Duxford 4 ATF4 Scheme Design					0.6	

						3.69
						0.619



					0.21	0.31

CPCA Thorpe Wood Cycleway Phase3 11 ATF4 Scheme Design	0.53	5			0.23	

						1.12
						1.2

			1			1.43
--	--	--	---	--	--	------

			3			1.1
--	--	--	---	--	--	-----

					3.5	0.001
--	--	--	--	--	-----	-------

					0.28	

						0.42
						1.7



					2.2	
						2.04

					0.58	
						0.74

						5.7
CPCA Phorpes Way Cycle Improvement Scheme 25 ATF4 Scheme Design					0.04	0.28

ts for each scheme.

Improvements to make an existing walking/cycle route safer (number of junctions treated)	Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area) (miles <sup>2</sup> )	Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)	Provision of secure cycle parking facilities (number of parking spaces)	New road crossings (number of new crossings)	Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)	Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)	School streets (number)

				1			

				1			

				3			
	0.31	0.619					




				4			


--	--	--	--	--	--	--	--

						4	
--	--	--	--	--	--	---	--

	0.067						
--	-------	--	--	--	--	--	--


	0.10						




				1			

3				5			

			13. An estimated date for each of the key project m		
<p>11. If your scheme is not listed above, please provide details here. Please include scheme type and the number of relevant outputs (e.g. miles, number).</p> <p><b>Scheme type</b></p>	<p><b>Outputs (miles or number)</b></p>	<p>12. What is the current status of this scheme? Development, Feasibility design, Preliminary design, Consultation, Detailed design, Construction</p>	<p>Completion of consultation</p>	<p>Completion of feasibility design</p>	<p>Completion of detailed design</p>

		Detailed design	30/07/2022	30/10/2022	30/01/2023
Other - Real Time Passenger Information (x1)	1	Detailed design	31/08/2022	30/11/2022	30/03/2023

	Detailed design	30/07/2022	20/10/2022	01/03/2023
	Detailed design	01/10/2022	10/12/2022	30/08/2023

	Feasibility des	30/06/2023	30/03/2023	30/03/2024
	Developmen	30/11/2023	30/07/2023	

	Feasibility des	30/06/2023	30/03/2023	30/10/2023
1 miles of improved cycling infrastrcuture along Oundle Road between Ham Lane and Lynchwood, specific improvements unknown at this stage as still as feasibility stage. Segregated cycleway will be first consideration.	Developmen	31/01/2024	31/03/2024	31/03/2025
1 miles of improved cycling infrastrcuture along Thorpe Road between Thorpe Meadows and new rail station entrance, specific improvements unknown at this stage as still at feasibility stage. Segregated cycleway will be first consideration.	Developmen	31/01/2024	31/03/2024	31/03/2025

<p>3.61 miles of improved cycling infrastructure along Bourges Boulevard / Lincoln Road between City Centre and Werrington, specific improvements unknown at this stage as still at feasibility stage.</p>	<p>Development</p>		<p>31/01/2024</p>	<p>31/03/2024</p>	<p>31/03/2025</p>
	<p>0.77 miles of new cycle infrastructure, 5 junctions treated, 3 new controlled crossings and 1 new uncontrolled crossings.</p>	<p>Construction</p>	<p>31/12/2023</p>	<p>30/09/2023</p>	<p>28/02/2024</p>



Other: benches (5), cycle parking (20 spaces)	25	Developmen	30/06/2023	30/01/2024	
		Developmen	02/01/2024	01/10/2023	

	Feasibility des	30/06/2023	30/03/2023	30/03/2024
--	-----------------	------------	------------	------------

	Feasibility des	30/09/2023	30/08/2023	03/01/2024
--	-----------------	------------	------------	------------

	Developmer	30/01/2024	30/11/2023	
--	------------	------------	------------	--

		Feasibility des	31/10/2023	29/09/2023	29/03/2024
Modal filters (9)	17.9	development	30/06/2023	30/01/2024	

	Developmer	20/12/2023	30/09/2023	
	Developmer	30/01/2024	30/10/2023	

	Developmer	20/02/2024	30/11/2023	
	Developmer	20/02/2024	20/12/2023	

	Developmer	20/02/2024	30/11/2023	
	Developmer	30/01/2024	30/10/2023	



		Development	26/01/2024	30/11/2023	28/06/2024
	0.32 miles of new cycle infrastructure, 3 junctions treated and 5 new crossing points	Construction	30/06/2023	31/01/2023	31/08/2023

Milestones below (or confirmed date if the scheme has already passed a stage).						
Submission for consideration at design review gate	Start of scheme construction	Completion of scheme construction	Date scheme opens for public use	Completion of monitoring and evaluation activities	14. Please provide an estimated Benefit Cost Ratio (BCR) below for your scheme below.  Note - all schemes £750,000 or above must appraise the scheme using AMA T. If this does not apply, please leave blank.	15. Please provide the value for money category or range of your scheme.  Note - all schemes £750,000 or above must appraise the scheme using AM AT. If this does not apply, please leave blank.

	30/09/2023	20/01/2024	22/01/2024	22/01/2025	The scheme BCR is calculated at 3.84	High
	01/09/2023	30/11/2023	01/12/2023	01/12/2024	The project BCR is calculated at 1.75.	Medium

	23/06/2023	20/08/2023	22/08/2023	22/02/2025	The scheme BCR is calculated at 3.60.	High
	30/10/2023	30/01/2024	01/02/2024	01/02/2025	The scheme BCR is calculated at 2.26.	High

					<p>The scheme BCR is calculated at 0.82 (based on central estimates).</p> <p>The scheme BCR is calculated at 1.60 (based on sensitivity testing).</p>	<p>Poor (based on central estimates)</p> <p>Medium (based on sensitivity testing)</p>
					<p>The scheme BCR is calculated at 5.96.</p>	<p>Very High</p>

					The scheme BCR is calculated at 2.21.	High
					1.84	Medium
					1.51	Medium

					2.2	High
31/01/2024	01/03/2024	30/09/2024	01/10/2024	31/03/2025	2.55	High

					The scheme BCR is calculated at 4.14.	Very High
					The scheme BCR is calculated at 1.54.	Medium



					<p>The scheme BCR is calculated at 0.53 (based on central estimates).</p> <p>The scheme BCR is calculated at 1.54 (based on sensitivity testing).</p>	<p>Poor (based on central estimates)</p> <p>Medium (based on sensitivity testing)</p>
--	--	--	--	--	---	---

					<p>The scheme BCR is calculated at 0.89 (based on central estimates).</p> <p>The scheme BCR is calculated at 1.65 (based on sensitivity testing).</p>	<p>Poor (based on central estimates)</p> <p>Medium (based on sensitivity testing)</p>
--	--	--	--	--	---	---

					<p>The scheme BCR is calculated at 1.13 (based on central estimates).</p> <p>The scheme BCR is calculated at 2.95 (based on sensitivity testing).</p>	<p>Low (based on central estimates)</p> <p>High (based on sensitivity testing)</p>
--	--	--	--	--	---	--

					<p>The scheme BCR is calculated at 0.94 (based on central estimates).</p> <p>The scheme BCR is calculated at 1.66 (based on sensitivity testing).</p>	<p>Poor (based on central estimates)</p> <p>Medium (based on sensitivity testing)</p>
					<p>The scheme BCR is calculated at 2.27.</p>	<p>High</p>

					<p>The scheme BCR is calculated at 1.15 (based on central estimates).</p> <p>The scheme BCR is calculated at 1.86 (based on sensitivity testing).</p>	<p>Low (based on central estimates)</p> <p>Medium (based on sensitivity testing)</p>
					<p>The scheme BCR is calculated at 2.45.</p>	<p>High</p>

					The scheme BCR is calculated at 1.67.	Medium
					The scheme BCR is calculated at 1.62.	Medium

					<p>The scheme BCR is calculated at 1.48 (based on central estimates).</p> <p>The scheme BCR is calculated at 2.12 (based on sensitivity testing).</p>	<p>Low (based on central estimates)</p> <p>High (based on sensitivity testing)</p>
					<p>The scheme BCR is calculated at 2.75.</p>	<p>High</p>

					<p>The scheme BCR is calculated at 1.05 (based on central estimates).</p> <p>The scheme BCR is calculated at 1.92 (based on sensitivity testing).</p>	<p>Low (based on central estimates)</p> <p>Medium (based on sensitivity testing)</p>
01/08/2023	01/02/2024	30/05/2024	01/06/2024	31/03/2025	1.88	Medium



<b>Cost Effectiveness</b>	<p>17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)</p> <p>Note: For those schemes appraised using AMAT, please provide the justification for the value for money category or range given.</p> <p><b>For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance alongside justification.</b></p> <p><b>Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.</b></p>	<p>18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?</p> <p><b>Trips per day</b></p>	<p>19. How many additional walking, wheeling, or cycling trips will this scheme generate per day?</p> <p><b>Additional trips per day</b></p>
---------------------------	--	--	--

0.20995	<p>The results of the Girton to Oakington scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £1,548.41.</li> <li>• The scheme will result in a Present Value Costs of £403.19.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £3.84 of benefit representing high value for money.</p> <p>Cost Effectiveness = 0.20995.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Girton Road, Cambridge in a 12 hour flow (7 am – 7 pm), based on 10% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	1,412 trips per day (Pedestrians: 428; Cyclists: 984)	1,437 additional trips per day (Pedestrians: 434; Cyclists: 1,003)
0.13996	<p>The results of the Girton to Eddington scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £471.46.</li> <li>• The scheme will result in a Present Value Costs of £269.85.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.75 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.13996.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Girton Road, Cambridge in a 12 hour flow (7 am – 7 pm), based on 10% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	1,412 trips per day (Pedestrians: 428; Cyclists: 984)	1,429 additional trips per day (Pedestrians: 432; Cyclists: 997)

0.01293	<p>The results of the Buckden to Brampton scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £729.13.</li> <li>• The scheme will result in a Present Value Costs of £202.55.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £3.60 of benefit representing high value for money.</p> <p>Cost Effectiveness = 0.01293.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Town Bridge, Huntingdon in a 12 hour flow (7 am – 7 pm), based on 52% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	2,204 trips per day (Pedestrians: 1,214; Cyclists: 990)	2,217 additional trips per day (Pedestrians: 1,217; Cyclists: 1,000)
0.15184	<p>The results of the Whittlesford - Duxford scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £762.02.</li> <li>• The scheme will result in a Present Value Costs of £336.52.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £2.26 of benefit representing high value for money.</p> <p>Cost Effectiveness = 0.15184.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Shelford Road, Great Shelford in a 12 hour flow (7 am – 7 pm), based on 17% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	957 trips per day (Pedestrians: 231; Cyclists: 726)	978 additional trips per day (Pedestrians: 236; Cyclists: 742)

0.01565	<p>The results of the Alconbury - Little Stukeley - Great Stukeley - Huntingdon Business Park - Huntingdon Station scheme based on central estimates are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £2,195.45.</li> <li>• The scheme will result in a Present Value Costs of £2,673.77.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £0.82 of benefit representing high value for money.</p> <p>The results of the Alconbury - Little Stukeley - Great Stukeley - Huntingdon Business Park - Huntingdon Station scheme based on sensitivity testing are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £4,270.03.</li> <li>• The scheme will result in a Present Value Costs of £2,673.01.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.60 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.01565. The average number of active travel users per day was estimated using the annual traffic count data</p>	580 trips per day (Pedestrians: 411; Cyclists: 169)	753 additional trips per day (Pedestrians: 450; Cyclists: 303) (based on central estimates).  960 additional trips per day (Pedestrians: 509; Cyclists: 451) (based on sensitivity testing).
0.00259	<p>The results of the Godmanchester - Huntingdon Centre scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £2,002.45.</li> <li>• The scheme will result in a Present Value Costs of £336.18.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £5.96 of benefit representing very high value for money.</p> <p>Cost Effectiveness = 0.00259. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Town Bridge, Huntingdon in a 12 hour flow (7 am – 7 pm), based on 52% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	2,204 trips per day (Pedestrians: 1,214; Cyclists: 990)	2,247 additional trips per day (Pedestrians: 1,240; Cyclists: 1,007)

0.01822	<p>The results of the Granta Park - A505 roundabout scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £595.24.</li> <li>• The scheme will result in a Present Value Costs of £269.22.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £2.21 of benefit representing high value for money.</p> <p>Cost Effectiveness = 0.01822.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Shelford Road, Great Shelford in a 12 hour flow (7 am – 7 pm), based on 17% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	957 trips per day (Pedestrians: 231; Cyclists: 726)	974 additional trips per day (Pedestrians: 235; Cyclists: 739)
	<p>The AMAT assessment has identified that the project will result in a Present Value of Benefits of £3,138, 280 of which 61% of which are health benefits, 33% journey quality and 6% mode shift. AMAT will be re-run once scheme specifics and more detailed cost estimates are known.</p>	Cycling 506, Walking - 130	Cycling - 148. Walking -62
	<p>The AMAT assessment has identified that the project will result in a Present Value of Benefits of £2,360,580 of which 55% of which are health benefits, 42% journey quality and 4% mode shift. AMAT will be re-run once scheme specifics and more detailed cost estimates are known.</p>	Cycling 482, Walking - 1011	Cycling - 74. Walking - 34

	<p>The AMAT assessment has identified that the project will result in a Present Value of Benefits of £10,334,770 of which 61% of which are journey quality benefits, 36% health and 4% mode shift. AMAT will be re-run once scheme specifics and more detailed cost estimates are known.</p>	Cycling - 1320	Cycling- 184
	<p>The AMAT assessment has identified that the project will result in a Present Value of Benefits of £3,627,250 of which 78% of which are health benefits, 15% are journey quality benefits and 8% mode shift.</p>	Cycling 532, Walking - 113	Cycling 251, Walking - 14

0.01431	<p>The results of the Mill scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £6,912.67</li> <li>• The scheme will result in a Present Value Costs of £1,670.65.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £4.14 of benefit representing very high value for money.</p> <p>Cost Effectiveness = 0.01431.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Granchester Path, Granchester Meadows, Cambridge in a 12 hour flow (7 am – 7 pm), based on 31% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	1,114 trips per day (Pedestrians: 737; Cyclists: 377)	1,831 additional trips per day (Pedestrians: 1,055; Cyclists: 776)
0.01008	<p>The results of the Cambridge Busway South scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £1,552.46.</li> <li>• The scheme will result in a Present Value Costs of £1,005.48.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.54 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.01008.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on The Busway South, Cambridge in a 12 hour flow (7 am – 7 pm), based on 21% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	2,334 trips per day (Pedestrians: 598; Cyclists: 1,736)	2,475 additional trips per day (Pedestrians: 635; Cyclists: 1,840)

0.05230	<p>The results of the Ely - Witchford scheme based on central estimates are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £1,236.82.</li> <li>• The scheme will result in a Present Value Costs of £2,338.43.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £0.53 of benefit representing poor value for money.</p> <p>The results of the Ely - Witchford scheme based on sensitivity testing are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £3,609.78.</li> <li>• The scheme will result in a Present Value Costs of £2,337.55.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.54 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.05230.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Witchford Road, Ely in a 12 hour flow (7 am – 7 pm), based on 47% of active</p>	<p>201 trips per day (Pedestrians: 68; Cyclists: 133)</p>	<p>305 additional trips per day (Pedestrians: 103; Cyclists: 202) (based on central estimates).</p> <p>532 additional trips per day (Pedestrians: 154; Cyclists: 378) (based on sensitivity testing).</p>
---------	--	---	---



0.01738	<p>The results of the Brampton - Hinchingsbrooke scheme based on central estimates are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £1,068.39.</li> <li>• The scheme will result in a Present Value Costs of £1,204.82.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £0.89 of benefit representing poor value for money.</p> <p>The results of the Brampton - Hinchingsbrooke scheme based on sensitivity testing are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £1,990.53.</li> <li>• The scheme will result in a Present Value Costs of £1,204.47.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.65 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.01738.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Ermine Street, Huntingdon in a 12 hour flow (7 am – 7 pm), based on 49% of</p>	580 trips per day (Pedestrians: 411; Cyclists: 169)	658 additional trips per day (Pedestrians: 429; Cyclists: 229) (based on central estimates).  751 additional trips per day (Pedestrians: 455; Cyclists: 296) (based on sensitivity testing).
---------	---	--	--

0.00279	<p>The results of the Soham - Isleham - Fordham scheme based on central estimates are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £1,213.91.</li> <li>• The scheme will result in a Present Value Costs of £1,072.37.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.13 of benefit representing low value for money.</p> <p>The results of the Soham - Isleham - Fordham scheme based on sensitivity testing are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £3,168.34.</li> <li>• The scheme will result in a Present Value Costs of £1,072.35.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £2.95 of benefit representing low value for money.</p> <p>Cost Effectiveness = 0.00279.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Station Road, Ely (nearest monitoring site) in a 12 hour flow (7 am – 7 pm),</p>	<p>2,558 trips per day (Pedestrians: 1,918; Cyclists: 640)</p>	<p>2,560 additional trips per day (Pedestrians: 1,919; Cyclists: 641) (based on central estimates).</p> <p>2,565 additional trips per day (Pedestrians: 1,920; Cyclists: 645) (based on sensitivity testing).</p>
---------	---	--	---

0.04349	<p>The results of the Cromwell Road, Wisbech scheme based on central estimates are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £315.40.</li> <li>• The scheme will result in a Present Value Costs of £336.20.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £0.94 of benefit representing poor value for money.</p> <p>The results of the Cromwell Road, Wisbech scheme based on sensitivity testing are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of 558.31.</li> <li>• The scheme will result in a Present Value Costs of £336.10.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.66 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.04349.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Cromwell Road, Wisbech in a 12 hour flow (7 am – 7 pm), based on 47% of active</p>	<p>278 trips per day (Pedestrians: 202; Cyclists: 76)</p>	<p>301 additional trips per day (Pedestrians: 207; Cyclists: 94) (based on central estimates)</p> <p>324 additional trips per day (Pedestrians: 210; Cyclists: 114) (based on sensitivity testing)</p>
0.00621	<p>The results of the Village Links - Potential modal filters scheme are summarised and presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £384.05.</li> <li>• The scheme will result in a Present Value Costs of £169.20.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £2.27 of benefit representing high value for money.</p> <p>Cost Effectiveness = 0.00621.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on A1303 &amp; Newmarket Road, Cambridge (nearest monitoring site with baseline data) in a 12 hour flow (7 am – 7 pm), based on 33% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	<p>201 trips per day (Pedestrians: 68; Cyclists: 133)</p>	<p>222 additional trips per day (Pedestrians: 81; Cyclists: 141)</p>

0.01738	<p>The results of the Huntingdon Centre - station scheme based on central estimates are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £616.49.</li> <li>• The scheme will result in a Present Value Costs of £537.16.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.15 of benefit representing low value for money.</p> <p>The results of the Huntingdon Centre - station scheme based on sensitivity testing are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £996.32.</li> <li>• The scheme will result in a Present Value Costs of £537.02.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.86 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.01738.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Ermine Street, Huntingdon in a 12 hour flow (7 am – 7 pm), based on 49% of</p>	580 trips per day (Pedestrians: 411; Cyclists: 169)	615 additional trips per day (Pedestrians: 419; Cyclists: 196)(based on central estimates)  648 additional trips per day (Pedestrians: 423; Cyclists: 225) Medium (based on sensitivity testing)
0.01230	<p>The results of the March Town End - March Centre - March Station scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £822.90.</li> <li>• The scheme will result in a Present Value Costs of £336.20.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £2.45 of benefit representing high value for money.</p> <p>Cost Effectiveness = 0.01230.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Elm Road, March in a 12 hour flow (7 am – 7 pm), based on 40% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	753 trips per day (Pedestrians: 541; Cyclists: 212)	776 additional trips per day (Pedestrians: 546; Cyclists: 230)

0.02942	<p>The results of the Cottenham - Landbeach scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £894.01.</li> <li>• The scheme will result in a Present Value Costs of £536.85.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.67 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.02942.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Beach Road, Cottenham in a 12 hour flow (7 am – 7 pm), based on 55% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	229 trips per day (Pedestrians: 152; Cyclists: 77)	263 additional trips per day (Pedestrians: 160; Cyclists: 103)
0.01072	<p>The results of the Histon Busway South - Impington - Milton scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £653.04.</li> <li>• The scheme will result in a Present Value Costs of £403.19.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.62 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.01072.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on The Busway NCN51, North: A14 underpass, Cambridge (nearest monitoring site with baseline data) in a 12 hour flow (7 am – 7 pm), based on 20% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	1,729 trips per day (Pedestrians: 217; Cyclists: 1,512)	1,754 additional trips per day (Pedestrians: 223; Cyclists: 1,531)

0.01961	<p>The results of the Lode - Waterbeach scheme based on central estimates are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £297.63.</li> <li>• The scheme will result in a Present Value Costs of £201.59.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.48 of benefit representing low value for money.</p> <p>The results of the Lode - Waterbeach scheme based on sensitivity testing are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £427.59.</li> <li>• The scheme will result in a Present Value Costs of £201.55.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £2.12 of benefit representing high value for money.</p> <p>Cost Effectiveness = 0.01961.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Beach Road, Cottenham in a 12 hour flow (7 am – 7 pm), based on 55% of active</p>	<p>229 trips per day (Pedestrians: 152; Cyclists: 77)</p>	<p>242 additional trips per day (Pedestrians: 155; Cyclists: 87) (based on central estimates)</p> <p>254 additional trips per day (Pedestrians: 157; Cyclists: 97) (based on sensitivity testing)</p>
0.00820	<p>The results of the March SW - town centre scheme are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £461.19.</li> <li>• The scheme will result in a Present Value Costs of £167.94.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £2.75 of benefit representing high value for money.</p> <p>Cost Effectiveness = 0.00820.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Elm Road, March in a 12 hour flow (7 am – 7 pm), based on 40% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	<p>753 trips per day (Pedestrians: 541; Cyclists: 212)</p>	<p>764 additional trips per day (Pedestrians: 543; Cyclists: 221)</p>

0.06674	<p>The results of the Whittlesey to Peterborough via NCN 63 scheme based on central estimates are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £560.94.</li> <li>• The scheme will result in a Present Value Costs of £536.52.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.05 of benefit representing low value for money.</p> <p>The results of the Whittlesey to Peterborough via NCN 63 scheme based on based on sensitivity testing are presented on the AMAT calculation.</p> <ul style="list-style-type: none"> <li>• The scheme will result in a Present Value Benefit of £1,029.11.</li> <li>• The scheme will result in a Present Value Costs of £536.36.</li> </ul> <p>For each £1 of spending, the scheme is expected to deliver £1.92 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.06674.</p> <p>The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Peterborough Road, Whittlesey in a 12 hour flow (7 am – 7 pm), based</p>	113 trips per day (Pedestrians: 91; Cyclists: 22)	150 additional trips per day (Pedestrians: 99; Cyclists: 51) based on central estimates).  186 additional trips per day (Pedestrians: 103; Cyclists: 83) based on central estimates).
	<p>The AMAT assessment has identified that the project will result in a Present Value of Benefits of £1,909,320 of which 87% of which are health benefits, 40% are journey quality benefits and 9% mode shift.</p>	Cycling 243, Walking - 209	Cycling 99, Walking - 86





# ATF4 Capital Funding Proforma - Programme level

## Details about your Authority

Q1. What is the name of your transport authority?

Cambridgeshire & Peterborough Combined Authority

Q2. Please provide the following contact information for the Reporting Officer at your authority

<b>Name</b>	Anna Graham
<b>Telephone number</b>	+447923250209
<b>Email address</b>	anna.graham@cambridgeshirepeterborough-ca.gov.uk

Q3. Please provide the following contact information for the Senior Responsible Officer at your authority

<b>Name</b>	Tim Bellamy
<b>Telephone number</b>	07923 250208
<b>Email address</b>	Tim.Bellamy@cambridgeshirepeterborough-ca.gov.uk

Q4. Please provide the following contact information for the Section 151 Officer (or equivalent) at your authority

<b>Name</b>	Jon Alsop
<b>Telephone number</b>	07923 250201
<b>Email address</b>	Jon.Alsop@cambridgeshirepeterborough-ca.gov.uk

## Overview of Authority bid

Q5. What is the total amount of capital funding your authority is seeking from Active Travel England Active Travel Fund 4 for 22/23?

7873590

Q6. Please provide the names of all schemes you are seeking funding for. Please include the location of the scheme (e.g. River Tyne Scheme – Hexham) and put the schemes in order of priority.

Please provide the same name and priority order as in the 'scheme level' survey.

<b>Scheme 1</b>	Girton to Oakington
<b>Scheme 2</b>	Girton to Eddington
<b>Scheme 3</b>	Buckden to Brampton
<b>Scheme 4</b>	Whittlesford - Duxford
<b>Scheme 5</b>	Alconbury - Little Stukeley - Great Stukeley - Huntingdon Business Park - Huntingdon Station
<b>Scheme 6</b>	Godmanchester - Huntingdon Centre
<b>Scheme 7</b>	Granta Park - A505 roundabout
<b>Scheme 8</b>	Oundle Road -HamLane-Lynchwood
<b>Scheme 9</b>	Thorpe Rpad - Thorpe Meadows - Station Entrance
<b>Scheme 10</b>	Bourges Boulevard - City Centre - Werrington
<b>Scheme 11</b>	Thorpe Wood Cycleway Phase 3
<b>Scheme 12</b>	Mill Road
<b>Scheme 13</b>	Cambridge Busway South
<b>Scheme 14</b>	Ely - Witchford
<b>Scheme 15</b>	Brampton - Hinchingsbrooke
<b>Scheme 16</b>	Soham - Isleham - Fordham
<b>Scheme 17</b>	Cromwell Road, Wisbech
<b>Scheme 18</b>	Village Links - Potential modal filters
<b>Scheme 19</b>	Huntingdon Centre - station
<b>Scheme 20</b>	March Town End - March Centre - March Station
<b>Scheme 21</b>	Cottenham - Landbeach
<b>Scheme 22</b>	Histon Busway South - Impington - Milton
<b>Scheme 23</b>	Lode - Waterbeach
<b>Scheme 24</b>	March SW - town centre
<b>Scheme 25</b>	Whittlesey to Peterborough via NCN 63
<b>Scheme 26</b>	Phorpes Way
<b>Scheme</b>	-

Q6. Please provide the names of all schemes you are seeking funding for. Please include the location of the scheme (e.g. River Tyne Scheme – Hexham) and put the schemes in order of priority.

Please provide the same name and priority order as in the 'scheme level' survey.

27

**Scheme**  
28 -

**Scheme**  
29 -

**Scheme**  
30 -

Q7. Please provide an overview of how the programme of schemes you are bidding for delivers on your local strategic objectives for active travel investment. (500 words max).

Please answer in a brief, bullet point format where possible

Your response should reference your authority's LCWIP or equivalent network plan and other wider plans, e.g., for local development, public health, carbon reduction and economic development.

Cambridgeshire's Active Travel Strategy aim to increase the number of utility journeys taken by foot, cycle or other 'wheeled' modes as defined in the Strategy, whilst taking account of other motorised and non-motorised user needs. The Strategy identifies the policies and actions needed to create and deliver a connected countywide active travel network plus associated infrastructure, addressing both urban and rural provision, designed with consideration of the needs of differing user groups and abilities.

Active travel will be embraced in all transport policies, projects, investment and development in Cambridgeshire, prioritising cycling and walking and associated travel modes. The active travel vision for Cambridgeshire and the key objectives of 4 Es includes:

1. Embrace active travel as transport priority within Cambridgeshire.
2. Enhance the existing networks of pavements, footpaths, cycleways, bridleways, and other public rights of way so it is connected and for purpose.
3. Expand existing routes to create a well-connected, safe and joined up active travel network.
4. Encourage modal shift to active travel modes through a variety of initiatives focussed on encouraging and supporting behavioural change.

The majority of schemes the CPCA are proposing form part of our identified and prioritised LCWIP routes which are either at construction stage or at development stage. We have also considered some schemes which have come out of the recent district transport strategy and active travel strategy work which all support local development, public health, carbon reduction and economic development. We have selected schemes which will provide the much-needed rural and urban connections to carry out the everyday journeys to schools, employment, town centre facilities, public transport hubs and places of healthcare. We plan to create a well-connected, safe and inclusive active travel network that will become the 'go-to' travel option for local journeys.

Q8. If you have updated your LCWIP (or equivalent plan) since the Self-Assessment return in August 2022 please provide a weblink below.

If you have not updated, please leave blank.

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridgeshires-local-cycling-and-walking-infrastructure-plan-lcwip>

Q9. Please describe how you will consider protected groups for the programme of schemes you are bidding for (max 500 words).

Please answer in a brief, bullet point format where possible

Your response should include details of the following: How you intend to identify the protected groups who may be impacted by the schemes outlined in your bid? How you intend to consult and implement feedback from these groups? How will you ensure that you have fully assessed the impact of the scheme on protected groups? How will you ensure that accessibility requirements will be met? This should include accessibility throughout construction and the impact on the wider area. Any evidence of how this has been achieved previously will be valuable in supporting this narrative.

We will carry out an Equalities Impact Assessment of each scheme at the detailed design stage. This will help us identify the protected groups who will be impacted from the scheme. Where possible we will contact existing groups such as Camsight and engage through existing channels such as the Cambridge City Council Disability panel.

At each stage of the project, we will consult with key stakeholders, including protected groups to ensure that any feedback regarding accessibility has been incorporated satisfactorily into the scheme design and delivery.

Evidence:

Mill Road (modal filter) – engagement with disability groups and blue badge holders.

Active Travel Tranche 2 – going through all the schemes with the Disability Panel.

Please see link to:

Equality Impact Assessment – Active Travel Strategy - <https://www.cambridgeshire.gov.uk/asset-library/Equality-Impact-Assessment-Active-Travel-Strategy.pdf>

Equality Impact Assessment – LCWIP (this document can be available upon request)

## Bid conditions

Q10. As outlined in the bid invitation letter, to be eligible for funding, all schemes must be supported by local authority leaders.

Do all the schemes being submitted for your transport authority have specific support from your authority leaders?

Yes

Q11. All schemes must be developed in consultation with local communities. This does not mean that the bid itself needs to be put out to consultation. Effective consultation is a condition of funding and may result in the downgrading of your authority's self-assessment tier rating if not fulfilled.

Do you confirm your authority's commitment to consult on all schemes proposed for funding?

Yes

Q12. Do you confirm that you will give due regard to the needs of protected groups defined by The Equality Act 2010, and your commitment to undertaking an equality impact assessment of the measures outlined in your bid?

Yes

## Bid conditions

Q13. Do you agree with the following declaration?

I confirm I have read and understood all the details in the accompanying letter, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 151 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I confirm that schemes will have the appropriate design review and assurance, to be managed by ATE.

I confirm that I have read and understand commitments to monitoring and evaluation.

I declare that the cost estimates are accurate to the best of my knowledge and that the authority: has allocated sufficient budget to deliver the scheme(s) on the basis of its proposed funding contribution; accepts responsibility for meeting any costs over and above the Active Travel England contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme(s) accepts that any additional funding required to complete the scheme will be subject to approval via the Active Travel England change control process; and confirms that the authority has the necessary governance/assurance arrangements in place. I also understand Active Travel England may request further details as to the scheme(s) and costs therein.

Yes

Q14. Please provide any further details or clarification of your submission that you wish Active Travel England to consider (max 250 words) \*

We have prioritised our schemes based on the indicative allocated funding to the CPCA. We have also included schemes which are at development stage which we are confident we would be able to deliver in the 2023/2024 financial year.

In order to ensure a continued pipeline of schemes for delivery in future years, and mindful that initial indications that this funding round was initially envisaged to be for a multi-year settlement, it is important that any allocation includes funding for schemes that are at the development stage.

## End of submission

Q15. You are about to submit your response. Please confirm you are happy to submit.

Yes





## Transforming Cities Fund

- To: Transport and Infrastructure Committee
- Meeting Date: 15 March 2023
- Public report: Yes
- Lead Member: Cllr Anna Smith, Chair of Transport and Infrastructure Committee
- From: Emma White, Transport Programme Manager
- Key decision: No
- Forward Plan ref: N/A
- Recommendations: The Transport and Infrastructure Committee is invited to recommended to the Combined Authority to:
- a) Approve the drawdown of £2,500,000 from 'subject to approval budget' to 'approved budget' from the TCF fund for Centre of Green Technology;
  - b) Approve the drawdown of £2,860,000 from 'subject to approval budget' to 'approved budget' from the TCF fund for the Capital Replacement Schemes;
  - c) Approve transfer £3,441,880 from 'subject to approval budget' to 'approved budget' from the Fengate Access Study to A1260 Junction 32 / 3 project;
  - d) Delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into a Grant Funding Agreement for the Centre Green Technology (Inspire Education Group), TCF Capital Replacement Schemes (CCC) and A1260 Junction 32/3 (PCC).

Voting arrangements:

Recommendations (a) - (d) require A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members *or*

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.



# 1 Purpose

- 1.1 This paper seeks approval on drawdown of funds from ‘subject to approval’ to ‘approved’ for Centre of Green Technology and TCF (Transforming Cities Fund) Capital Replacement Schemes. As well as transfer and seek approval for funds to be moved from ‘approved to subject’ to approval’ from Fengate Access Study to A1260 Junction 32 / 3 project.

# 2 Background

## TCF Capital Replacement Schemes

- 2.1 The Transport and Infrastructure Committee in November 2022 recommended that Combined Authority Board on the 30<sup>th</sup> November approved the Capital Replacement Schemes from the TCF budget. This revised programme was approved unanimously by the Board. The projects approved are shown in the Table 1 below.

<b>Scheme</b>	<b>Cost (£m)</b>	<b>District/City</b>
Centre for Green Technology	£2.500	Peterborough
County-wide speed reduction	£0.800	County-wide
Smaller Road Safety Measures including School Streets	£0.100	County-wide
The Brook Crossing, Sutton	£0.225	ECDC
Northstowe Park and Ride Link	£0.500	SCDC
Mill Road, Cambridge	£0.150	CCiC
East Park Street Crossings, Chatteris	£0.260	FDC
Carlyle Road Crossing	£0.225	CCiC
A603 Barton Rd - Driftway Junction	£0.400	CCiC
Addenbrookes Roundabout	£0.200	CCiC
	<b>£5.360</b>	

Table 1 – TCF Capital Replacement Schemes

- 2.2 The Green Technology Centre will be a new building at Peterborough College, part of the Inspire Education Group. This project seeks support to deliver a three-storey specialist educational building at Peterborough College to provide qualifications for students aged 14 to adult. The building equates to approximately 10% of the site’s GIFA. The curriculum offer will cover motor vehicle and construction areas, providing specific green technologies skills for the current and future workforce. The need for both the building and the new curriculum offer has been clearly demonstrated in the business case written by independent consultants for the Peterborough Town’s Fund. The construction of the new building will start in 2023 of which this funding will contribute towards.
- 2.3 The other schemes in Table 1 are delivered by Cambridgeshire County Council (CCC) and Table 2 below details the scheme information

<b>Parish</b>	<b>Location</b>	<b>Works Description</b>	<b>Project Stage</b>
<b>Countywide 20mph limits</b>			
Cambridge	TBC	20mph limit / zone	Feasibility
Wisbech	Town wide	20mph limit / zone	Feasibility
St Neots	Town wide	20mph limit / zone	Feasibility
March	Town wide	20mph limit / zone	Feasibility
Huntingdon	Town wide	20mph limit / zone	Feasibility
Whittlesey	Town wide	20mph limit / zone	Feasibility
Chatteris	Town wide	20mph limit / zone	Feasibility
Ramswy	Town wide	20mph limit / zone	Feasibility
St Ives	Town wide	20mph limit / zone	Feasibility
Soham	Town wide	20mph limit / zone	Feasibility
Littleport	Town wide	20mph limit / zone	Feasibility
Cambourne	Parish wide	20mph limit / zone	Feasibility
Hilton & Impington	Parish wide	20mph limit / zone	Feasibility
<b>Countywide - School Streets</b>			
Various	Various	Road safety measures - School streets	Feasibility
Various	Various	Road safety measures - School streets	Feasibility
Various	Various	Road safety measures - School streets	Feasibility
<b>Countywide - Standalone Projects</b>			
Chatteris	Park St / East Park St	2 no Zebra crossing	Feasibility
Cambridge	Carlyle Road	Controlled Crossing	Detailed Design
Sutton	The Brook	Controlled Crossing	Detailed Design
Cambridge	Mill Road	Modal Filter	Detailed Design
Northstowe	NA (bus road)	Cycling & Walking links	Final Account
Cambridge	A603 Barton Road	NMU improvements at Driftway Junction and along A603	Target Costing
Cambridge	Addenbrookes rab	Cycle permeability & Road Safety	Pre-lim Design

Table 2 – CCC Scheme information

## **A1260 Junction 32-3**

- 2.4 The Combined Authority Board on the 25<sup>th</sup> January 2023 approved:
- The drawdown of £5,850,000 from the subject to approval line in the MTFP to begin construction; and
  - Approved £3,441,880 from the Transforming Cities Fund programme also for construction of this scheme.
- 2.5 The £3,441,880 that was approved in January 2023 will come from the Transforming Cities Fund programme, specifically from the project underspends from Fengate Phase 1. Fengate Phase 1 has descope the Storeys Bar Rd scheme due to nonalignment with Transforming Cities Fund timescales. This has saved cost which is available for use within this project. To commence work on the project we are seeking approval to drawdown the funds from 'subject to approval budget' to 'approved budget'.

## **3 Significant Implications**

- 3.1 N/A.

## **4 Financial Implications**

- 4.1 Approve the drawdown of £2,500,000 from 'subject to approval budget' to 'approved budget' from the TCF fund for Centre of Green Technology.
- 4.2 Approve the drawdown of £2,860,000 from 'subject to approval budget' to 'approved budget' from the TCF fund for the remaining Capital Replacement Schemes shown in paragraph 2.1, table 1.
- 4.3 Approve transfer £3,441,880 from 'subject to approval budget' to 'approved budget' from the Fengate Access Study to A1260 Junction 32 / 3 project.

## **5 Legal Implications**

- 5.1 N/A.

## **6 Public Health Implications**

- 6.1 Key components of the TCF objective assessment included an understanding around how the potential capital replacement schemes would improve access to good jobs and skills, as well as tackling air pollution (quality).

## **7 Environmental and Climate Change Implications**

- 7.1 Key components of the TCF objective assessment included an understanding around how the potential capital replacement schemes would encourage an increase in journeys made by low-carbon and sustainable modes; and tackling air pollution (quality).

## 8 Other Significant Implications

8.1 N/A

## 9 Appendices

## 10 Background Papers

[Combined Authority Board reports 30 November 2022](#)

[Combined Authority Board report 25 Jan 2022](#)



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No: 2.6

## **Peterborough Station Quarter (Outline Business Case and implementation)**

- To: Transport and Infrastructure Committee
- Meeting Date: 15<sup>th</sup> March 2023
- Public report: Yes
- Lead Member: Cllr Anna Smith, Chair of Transport and Infrastructure Committee
- From: Robert Jones, Transport Programme Manager
- Key decision: No
- Forward Plan ref: N/A
- Recommendations: The Transport and Infrastructure Committee is invited to recommend to the Combined Authority Board:
- a) Subject to approval from the Department for Transport of the business case, (see award letter in section 7.2), accept the Funding offer letter upon notification of funding from the Department for Levelling up, Housing and Communities (DLUHC). The authority has provisionally been awarded the sum of £47,850,000 for Peterborough Railway Station Quarter Project which is intended to be spent between 2023 - 2026.
  - b) Subject to acceptance of the grant offer letter, to approve the release of funding of £47,850,000, funding to be released in phased stages of up to £5 million at a time to Peterborough City Council to enable the development of the Business Cases and construction of the station improvements and local area as highlighted at section 2.3 of this report; and
  - c) To provide regular updates to the Combined Authority Board each time a £5 million spend has been made from the available funding.

- d) Delegate the authority to the Interim Director of Place and Connectivity to enter into a Grant Funding Agreement with Peterborough City Council in consultation with the Chief Finance Officer and Monitoring Officer.

Voting arrangements: For recommendation a) - d) a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

# 1. Purpose

- 1.1 Following the Combined Authority securing the funds for Peterborough Station Quarter, Peterborough City Council (PCC) are leading on its development. With the assistance of strategic partners such as Network Rail and London North Eastern Railways (LNER), PCC are looking to prepare a Strategic Outline Business Case (OBC). The implementation of the scheme will support investment proposals for Peterborough Railway Station and the rejuvenation of this particular part of the city.
- 1.2 In 2022, as the Strategic Transport Authority, the Combined Authority made a successful bid through to the Department for Levelling up, Housing and Communities, for the majority of the funding for this project. A copy of the 2023 award letter is included within the appendices to this report.

# 2. Background

- 2.1 Through close working with the Peterborough City Council (PCC), the Combined Authority sought and secured funding for the first phase of the project via a second-round bid to the Department for Levelling Up, Housing and Communities.
- 2.2 The funding is ring-fenced and can only be spent on the Station Quarter regeneration. It will now be released by the Government to allow the Peterborough Station Enhancements and Connectivity project to move forward. Additional match funding to bring the total funds up to approximately £65million is expected to come from PCC and other partners, enabling future private investment in commercial and residential development as a further phase of the Station Quarter programme.
- 2.3 The project involves creating a new western entrance to the station with a car park – to create a double-sided station – with a new wider footbridge over the train lines. This will alleviate pressure on city centre roads, making it easier and safer to travel around the city by bicycle. Green areas with biodiversity, community spaces and better connections to the city centre will make it safer and more attractive for bikes and pedestrians. To summarise the scope of the work is focused on addressing operational needs by improving passenger facilities and customer experience with a station enhancements project consisting of the following:
- Creation of a new gateway station through extension of existing assets and new build;
  - New and enhanced east station entrance;
  - Upgrade and replacement of existing footbridge;
  - New West station entrance easing passenger flows at peak commuting times and improving the operational efficiency of the Station as well as reducing congestion into the city from the west over Crescent Bridge;
  - Upgraded and extended platform canopies; and
  - Improved, safer and more direct walking and cycling connections to the city centre.
- 2.4 The project meets the overarching aims of the emerging Local Transport and Connectivity Plan, including having a significant economic impact on the city and regionally, as the city is already well connected to key areas of Eastern England and the rest of the UK. In addition, it will support Peterborough in attracting more knowledge-intensive and high-level employers through its transport links.

- 2.5 An outline business case and planning application will be submitted for the Peterborough Station Enhancements and Connectivity project next year. Construction work on the first phase could take place between 2024 and 2026, with wider development of the Station Quarter continuing up to 2028. The Combined Authority is currently working with PCC on the project management of the scheme to ensure timely and effective delivery. As part of this review consideration will be given to the relevant resources required to assist the Combined Authority and PCC.
- 2.6 The recent Combined Authority Active Travel 4 bid sought funding to improve the active travel connectivity to the new North West Rail Station.
- 2.7 Funding will be provided to Peterborough City Council to manage and co-ordinate the works.
- 2.8 Planned programme for spending of funding is to be on or before 2025/26 as allowed for by the LUF2 Prospectus on an exceptional basis. The key programme milestones are as follows but are subject to slippage awaiting Business Case Review by Government and are therefore indicative:
- Start of Outline Business Case – April 2023
  - Outline Planning Consent for Station Quarter Masterplan – July 2023
  - Start on Site for Station Connectivity Enhancements – January 2024
  - Full planning permission secured – March 2024
  - Completion of Station Connectivity Enhancements – June 2024
  - Detailed Design and Procurement for Main Works – July 2024
  - Full Business Case – September 2024
  - Lease Agreements Signed and Relocation of Existing Car Parking Spaces – October 2024
  - Start on Site for Main Works – January 2025
  - Completion of Station Access Enhancements – September 2025
  - Completion of New Western Entrance and Car Parking – December 2025
  - Completion of Eastern Station Improvements and New Footbridge– March 2026.
- 2.9 Elements of the Station Quarter scheme will continue beyond March 2026, particularly the relocation of the Network Rail MDU and the resulting commercial and residential development, but these elements are not being funded through LUF

### 3. Financial Implications

- 3.1 All Combined Authority funding for this project will be from levelling up grant. Subject to the approval of the business case by DfT and signing of a Grant Funding Agreement with PCC the estimated profile of expenditure on this project would be as follows:

2023/24	2024/25	2025/26	Total
£	£	£	£
4,388,500	21,665,500	21,796,000	47,850,000

- 3.2 The profile illustrates the planned spend profile over the forthcoming financial years.



## 4. Legal Implications

- 4.1 There will be agreements in place between Combined Authority and PCC in the form of a Grant Funding agreement (GFA). PCC will be managing the funding from third parties and will have contracts directly with these organisations, including Network Rail.

## 5. Public Health Implications

- 5.1 The proposed improvements, including a new station entrance to the North West will facilitate greater access to and from the improved Railway station infrastructure. There are plans to improve active travel and public transport connectivity facilities.
- 5.2 The project is expected to reduce carbon emissions through an increase in rail patronage and reduction in private vehicle use. The increase in rail patronage will be driven by improved station facilities, better access to the station by pedestrians, cyclists and buses, enhanced car parking, and new active travel connections between the station and the rest of Peterborough.

## 6. Environmental and Climate Change Implications

- 6.1 Peterborough Station Quarter is expected to reduce carbon emissions through an increase in rail patronage and reduction in private vehicle use. The increase in rail patronage will be driven by improved station facilities, better access to the station by pedestrians, cyclists and buses, enhanced car parking, and new active travel connections between the station and the rest of Peterborough.
- 6.2 A key part of the project is the provision of a new western station entrance and associated car parking facilities. The station is currently only accessed directly from the eastern side of the rail lines, including all car parking provision. This means that passengers accessing the rail station often need to travel further than is necessary, adding to walking and cycling distances and increasing highway congestion and carbon emissions.
- 6.3 In addition, low carbon technology will be used through the project's design, construction, and operational phases. The intention is to work closely with our project partners and their procurement specialists to ensure that carbon emissions throughout the design stage are carefully considered and designed out where possible embracing the principles of the circular economy.
- 6.4 Currently, surface car parking facilities make up approximately 48,000m<sup>2</sup> of space in the vicinity of Peterborough Station. This constitutes a large area of paved surfaces, void of any aspects of natural capital.
- 6.5 This project aims to consolidate these surface car parks to unlock this land for other uses. This will allow the incorporation of natural capital elements into the design – particularly into the proposed public realm features.
- 6.6 The project team is aware of the upcoming requirements in the Environment Act 2021 to mandate a 10% measurable increase in biodiversity post development and the recommendations of the Independent Commission on Climate accepted by the Combined Authority to consider biodiversity net gain targets higher than the proposed mandatory

minimum, recognising that the area is one of the most nature depleted in the country and therefore needs to kick-start its recovery faster than other areas.

- 6.7 The project will seek to ensure this requirement is met with a significant measurable improvement in comparison to what is currently located within the vicinity of the station. These elements may include the planting of trees/vegetation and provision of landscaped green spaces specifically designed to benefit the biodiversity in the vicinity of this location.

## 7. Other Significant Implications

- 7.1 This project has an overall objective to improve the connectivity and open up the development potential both in and around Peterborough Railway Station. Making a new access into the railway station, improvements to the internal layout and footbridge of the railway station, along with the relocation of a railway maintenance facility, opens up the development potential and connectivity of the transport connectivity to the City and all around the footprint of Peterborough Station Quarter.
- 7.2 This phase of the project is intended to be the first of many future schemes to develop the connectivity of the Railway station to the City of Peterborough and the University of Peterborough (ARU Peterborough).

## 8. Appendices

- 8.1 There are no appendices.

## 9. Background Papers

- 9.1 Link to previous Strategic Outline Business Case ( SOBC ) stage funding approval to the Business and Skills team.

[Document.ashx \(cmis.uk.com\)](#)

- 9.2 link to letter dated 19<sup>th</sup> January 2023 received from department for Levelling up ,Housing and Communities;

[CPCA Team Site - LUF20110 - Cambridgeshire and Peterborough Combined Authority.pdf - All Documents \(sharepoint.com\)](#)



## BP Roundabout Non-Motorised User Crossing

To: Transport and Infrastructure Committee

Meeting Date: 15 March 2023

Public report: This report contains an appendix which is exempt from publication under Part 1 of Schedule 12A of the Local Government Act 1972, as amended, in that it would not be in the public interest for this information to be disclosed (information relating to the financial or business affairs of any particular person (including the authority holding that information)). The public interest in maintaining the exemption outweighs the public interest in publishing the appendix.

Lead Member: Cllr Anna Smith, Chair of Transport and Infrastructure Committee

From: Robert Jones, Transport Programme Manager

Key decision: No

Forward Plan ref: N/A

Recommendations:

The Transport and Infrastructure Committee is recommended to:

- a) Recommend to the Combined Authority Board to approve the drawdown of £100,000 from subject to approval budget to approved budget for an options study to be carried out to investigate the opportunity for crossing; and
- b) Delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Cambridgeshire County Council.

Voting arrangements: Recommendations (a) - (b) requires A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by

Cambridgeshire County Council or Peterborough City Council, or their  
Substitute Members

## 1 Purpose

1.1 Cambridgeshire County Council (CCC) has recently successfully carried out highway improvements to the roundabouts at Lancaster Way. Following the completion of these works, concerns have been raised about the crossing of the new layout. CCC Highways have asked for a team to be appointed and they will manage a consultant to carry out a feasibility study for a non-motorised user crossing of the existing roundabout adjacent to the BP filling station and Lancaster Way. Therefore, the Committee are asked to recommend to the Combined Authority Board to approve the drawdown of £100,000 from subject to approval budget to approved budget for an options study to be carried out to investigate the opportunity for crossing

## 2 Background

2.1 CCC have recently completed modifications to the roundabout at Lancaster Way and there have been concerns raised for a safe crossing for pedestrians, cyclists, and non-motorised users to cross this junction.

2.2 The funding sought for this project is intended to engage with CCC via a Grant Funding Agreement (GFA) to enable them to manage and appoint a consultant to investigate and produce a report for potential options, surveys, cost and risks to alleviate this problem.



Figure 1: Aerial picture of Lancaster Way roundabout

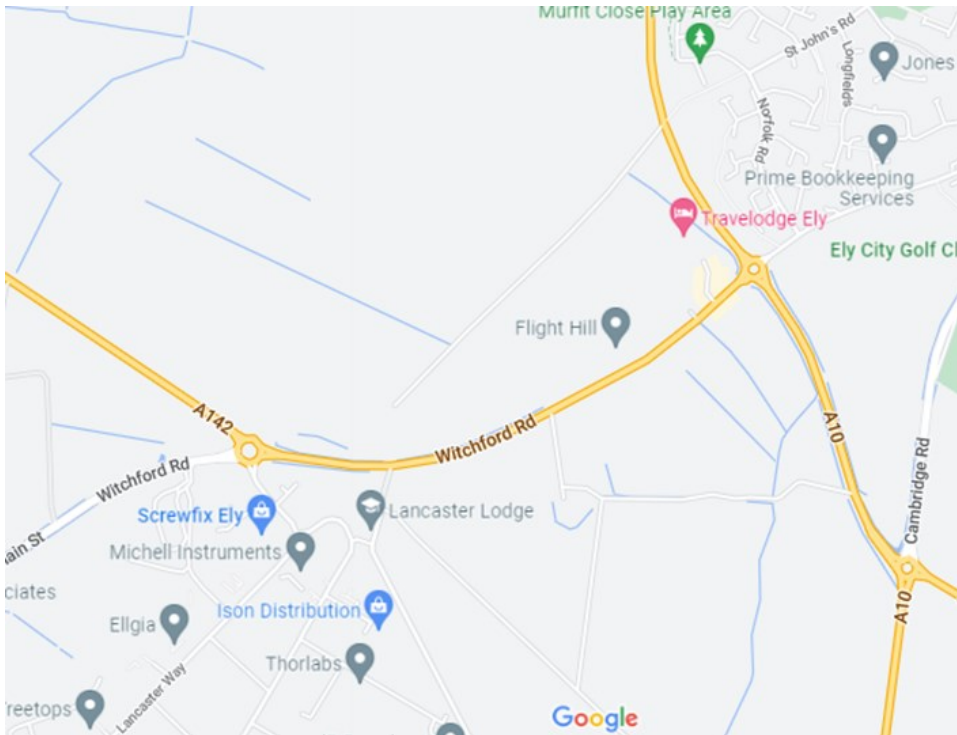


Figure 2: Map showing the location of the Lancaster Way roundabout

2.3 Further information on the scheme is included within Appendix 1 the provides the scope of the work.

2.4 It will be essential that the works to improve this junction for the non-motorised users continues to align with any funding the Combined Authority is in receipt of, following its recent Active Travel Tranche 4 bid to Active Travel England (ATE). One of the schemes submitted for funding was the Ely to Witchford cycle link and therefore if ATE funding is secured it will be important to ensure the two projects are complementary in terms of design, delivery, and implementation.

## Significant Implications

### 3 Financial Implications

3.1 To draw down £100,000 of subject to approval revenue budget from the active travel allocation.

### 4 Legal Implications

4.1 There are no legal implications for this project.

### 5 Public Health Implications

5.1 In order to improve both public health, accessibility and active travel this study will enable potential options to be consider further as a business case for future development of a non-

motorised user access at this location. ( see full details within section 8.1 appendix)

## 6 Environmental and Climate Change Implications

6.1 Key environmental considerations will be considered as part of the outputs of options as part of this study.

## 7 Other Significant Implications

7.1 There are no other significant implications known at this point in time.

## 8 Appendices

8.1 Exempt Appendix - Scope provided by Consultant

## 9 Background Papers

There are no background papers to this submission

